



# THE WHEELS OF 2018

Our guide to the hottest hoops of the year

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the Liberty Walk  
UK treatment

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**FEATURED:** Rocket Bunny MX-5 • Smooth Audi TT • Gorgeous Golf R32 • Evolved Lancer • Merc 190E Wild Card



# REVOLUTION

## COMPETITION ▲ WHEELS



### MILLENNIUM RALLY

15X7.0 TO 15X8.0 / 16X5.5 TO 16X8.0  
17X7.5 TO 17X8.0 / 18X7.5 TO 18X8.0



### CR10 FLOW-FORMED RACE NEW

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17X7.5 TO 17X9.5 / 18X8.0 TO 18X10.0

18X10.0 WEIGHS 10.3KG,  
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16X7.0 NEW

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BMW E30 M3 & COSWORTH SIERRA FITMENTS AVAILABLE



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13X5.5 TO 13X10.0



## 5 SPOKE RALLY

15X6.0 TO 15X10.0

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## 4 SPOKE RACE

10X7.0 NEW

13X5.5 TO 13X10.0

FORMULA SUPER VEE FITMENT NOW AVAILABLE



## 8 SPOKE RALLY

13X6.0 TO 13X9.0 / 15X5.0 TO 15X10.0

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#### SUBSCRIPTIONS

13 issues of Fast Car are published per annum  
UK annual subscription price: £63.70  
Europe annual subscription price: £74.99  
USA annual subscription price: £74.99  
Rest of World annual subscription price: £82.49

#### CONTACT US

UK subscription and back issue orderline: 01959 543 747  
Overseas subscription orderline: 0044 (0) 1959 543 747  
Toll free USA subscription orderline: 1-888-777-0275  
UK customer service team: 01959 543 747  
Customer service email address: [subs@kelsey.co.uk](mailto:subs@kelsey.co.uk)  
Customer service and subscription postal address:  
Fast Car Customer Service Team  
Kelsey Publishing Ltd  
Cudham Tithe Barn,  
Berry's Hill, Cudham,  
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[www.seymour.co.uk](http://www.seymour.co.uk)  
Tel: 020 7429 4000

#### PRINTING

William Gibbons & Sons Ltd

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# ED SPEAK

I'm literally writing this page on what's been dubbed 'Blue Monday', the most depressing day of the year. The weekend hangover is still easing its way out of my system, the sky is grey and it's pissing it down, pay day is two weeks away, and I'm having to deal with a moody menstrual Midge as he's given up smoking. So you could say I'm having a fitting Blue Monday? Well no, actually, because I'm not depressed, I'm full of the joys of spring; I've just got back from the Autosport Show (see report on page 18) and there's an awful lot to be happy about...

The National Exhibition Centre was buzzing with the cream of the car scene. Industry leading names like Pirelli, Demon Tweaks, K&N, EBC, Öhlins and Liberty Walk filled every corner of the NEC with shiny stands displaying what can only be described as automotive product porn. Add high-end racing royalty and a pukka Live Action show into the mix and you've got a recipe for success.

It's also the first opportunity to catch up with the car community after the winter break. I guess what I'm trying to say is that the scene seems to be in a great place, filled with optimism and opportunity for the coming year, and that certainly rubbed off on me on my drive back down the M1.

Blue Monday? The only thing blue about this Monday is the porn on Midge's computer screen. Well, he's got to do something to keep his mind off sparking up a tab.

Big Love,

*Jules*



**SLIM JULES**  
EDITOR

*"I'm looking forward to two new projects in 2018. Bring them on."*

Seventeen years in publishing including a spell as a paparazzi, IMIAL Level 2 Mechanic, Poppadom Eating World Championship runner-up, Race National B Licence holder.

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**MIDGE**  
CONTRIBUTING  
EDITOR

*"I'm looking forward to these nicotine cravings stopping."*

Uber-short serial Gumballer and monster truck driver, IMIAL Level 2 Mechanic, built 12 feature cars, five cover cars, five rally cars, has a degree in pottery and an addiction to Red Bull.

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*"I'm looking forward to my 63rd Birthday and having a haircut and blue rinse."*

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**GLEND**  
WEBSITE EDITOR

*"I'm looking forward to seeing how my scene beard progresses."*

Social media guru, Gumballer, IMIAL Level 2 Mechanic, beard connoisseur, fully qualified lifeguard, purveyor of super lows and very large feet. Also likes cars rather a lot.

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## THE CARS

**BMW M4 010**  
 What's sleek, orange and powerful? No, not Initial G but this awesome LB-kitted Beemer.

**Mazda MX-5 024**  
 How do you make the cute MX-5 look tough? Like this...

**Audi TT 032**  
 What's sleek, red and sexy? No, not Initial G but this smooth Audi TT.

**VW Golf 062**  
 This R32's spec list has all the right boxes ticked. BBS ✓ Air Ride ✓ Carbon ✓ Forge ✓

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 It might look like an Evo but it's not an Evo. Intrigued? Read on...



## BONUS FEATURES

**POWER HUNGRY ENGINES 051**  
 We take a look at the most tunable engines on Planet Earth.

**TOP 10... 070**  
 ... Affordable Supercharged Cars. Fancy a cheap blow? You'll find one right here.



## REGULARS

**FRONT END 006**  
 Test your car knowledge here. We also meet up with Dom and Brian at Fast and Furious Live, and tell you why you should buy an Alfa Brera.

**CARNOGRAPHY 057**  
 The big question is: what side will you choose?

**STAFF RIDES 087**  
 Glenda has been a busy boy again this month; we just don't know how he does it.

**READERS' RIDES 107**  
 Now for the most important cars in the whole world... yours!

**ARSE END 112**  
 Jules gets a cheap bird; unfortunately, it had already been stuffed!

**NEXT MONTH 114**  
 Issue 393 is out on the 2nd of March (wahoo) and this is what you'll find in it (subject to change, of course).



## WILD CARD

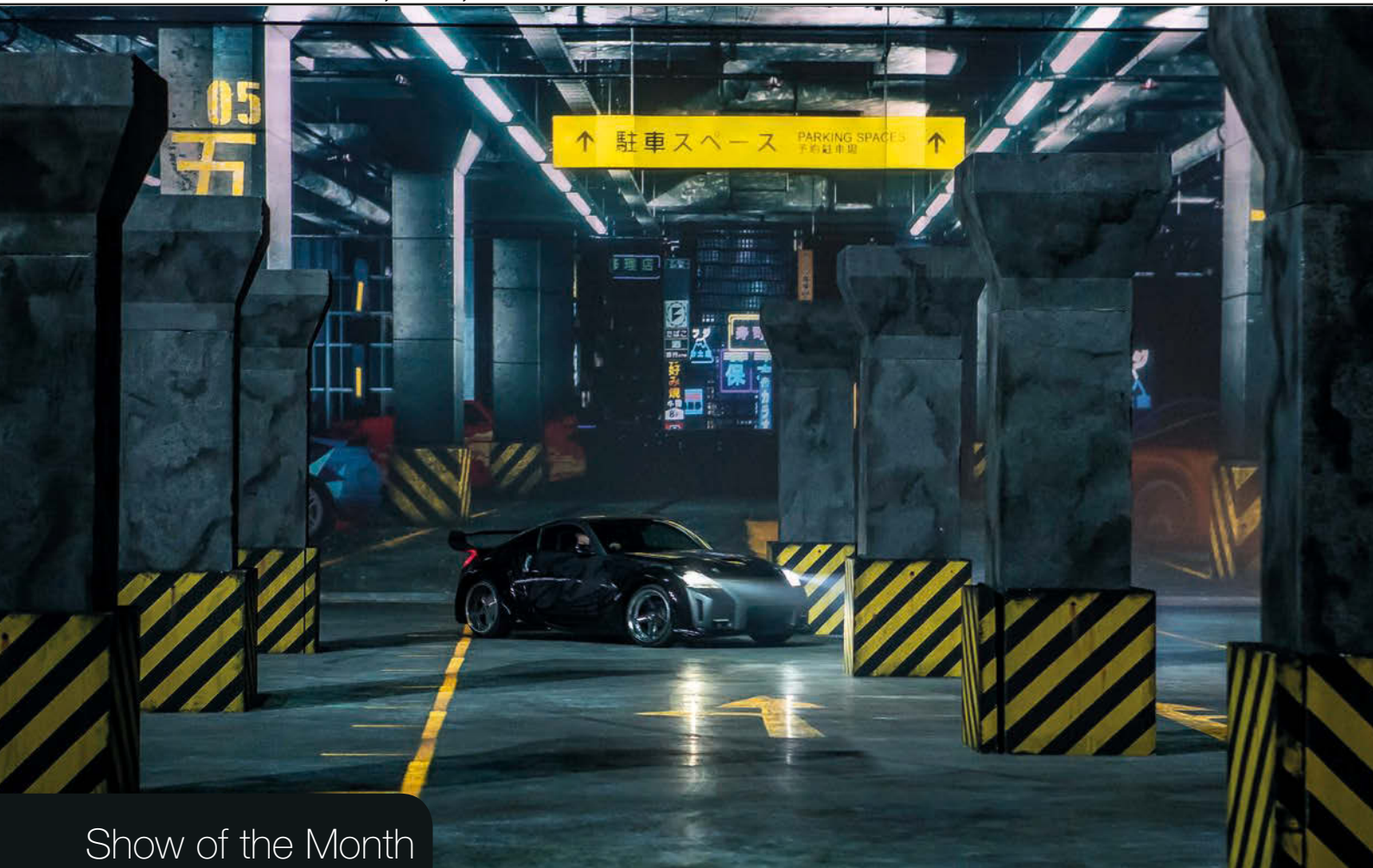
**Merc 190E 100**  
 If less is more then this old skool Merc is lots.



## OUT THERE

**Autosport 018**  
 It's kinda like a small SEMA but in Birmingham and without the slot machines.





Show of the Month

# FAST & FURIOUS LIVE

*The famous film franchise is coming to life and you can witness it LIVE...*

**G**uilty pleasures, we've all got them, whether it's listening to a bit of S Club Seven or taking a sneaky peak at your fit colleague's Facebook holiday pictures. For us car guys it's watching Fast & Furious films. We know they're a bit cheesy but if it's on TV, we're going to watch it (A bit like Dirty Dancing? – Midge) (Erm, no! – Jules).

But what could possibly be better than watching Dom and Brian while sitting in your pants, chowing down on some Chilli Heatwave Doritos? We'll tell you what: watching the whole thing recreated in a live action arena. And this is happening, and it's happening right now.

The F&F franchise has launched a series of arena shows that will tour Europe in 2018. After kicking off the adrenalin-filled displays at The O2 in January, there's loads more performances planned in the United Kingdom over the coming months.

The shows will recreate the most iconic scenes from the past 8 films, everything

from the highway truck heist in the original film to the Fast 6 flip car scene in London, and it promises to be a great show performed by some of the best stunt drivers in the world.

If you fancy getting up close and

personal with our favourite movie saga, hit the link below. Tickets start at £42 and if you're feeling extra flush why not try one of their VIP Packages? Just don't turn up in your pants.

**[www.fastandfuriouslive.com](http://www.fastandfuriouslive.com)**



**Be part of the action and witness mind-blowing stunts and special effects**

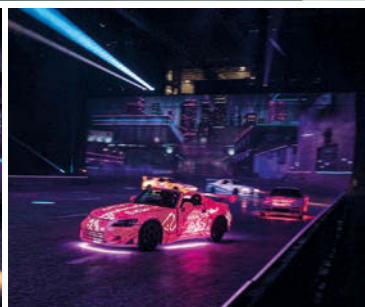




Want to see Dom's Ice Charger from F&F 8 perform some tricks? You can, live



A car show like no other



## Remaining UK Tour dates:

<b>Sheffield:</b> Sheffield Arena .....	<b>27-29 April 2018</b>
<b>Newcastle:</b> Metro Radio Arena .....	<b>6-8 April 2018</b>
<b>Manchester:</b> Manchester Arena .....	<b>13-15 April 2018</b>
<b>Birmingham:</b> Birmingham Arena .....	<b>20-22 April 2018</b>
<b>Belfast:</b> SSE Arena .....	<b>4-6 May 2018</b>
<b>Glasgow:</b> SSE Hydro .....	<b>11-13 May 2018</b>

## APPRECIATING DEPRECIATION



# ALFA ROMEO BRERA V6 Q4

**THEN £36000  
NOW £6000**

**P**eople often say that you're not a true petrolhead until you've owned an Alfa Romeo. This stemmed from a measure of hardcore dedication: Alfas used to be renowned for unreliability. So, it said a lot about your enthusiasm for cool cars that you'd deliberately buy a car you knew was going to break down, just because it was pretty.

Modern Alfas aren't like that. They're just as reliable as anything else, and the mid-2000s ones are amazing value right now. The obvious choice is the GT (even though most of them have horrible diesel engines instead of proper petrol ones), although our hot tip is the Brera: this gorgeous, beautiful thing is sublime to behold,

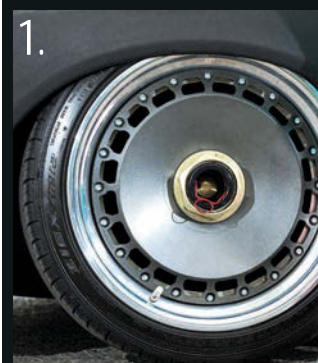
supremely well-equipped, and (because they didn't sell all that well) has real rarity cred on the street. Because bigger is better, we'd suggest you go for the 3.2 V6 Q4. Alright, it may not be the old Busso V6 with the chromed inlet pipes, but this GM-sourced V6 still serves up a mighty 260bhp in stock form, coupled to intelligent 4WD. It'll do 155mph, 0-62mph in 7-seconds dead, and it's got lovely interior details like rucked leather doorcards and recessed auxiliary gauges pointing at the driver. You can pick up a good one for £6,000 these days – bear in mind that these cost £36,000 ten years ago! Slap on a private reg and people will assume it's a new car. Makes an amazing noise if you remove the silencers and fit a decat, too.



## Quiz Time

**Word Search**  
There are eight  
World Rally  
Champions in  
here; how many  
can you find?

C	R	I	S	O	L	B	E	R	G
V	M	X	E	E	L	C	B	W	Y
L	A	U	J	L	R	M	U	G	O
O	K	C	U	M	L	T	R	E	G
E	I	L	W	C	C	N	B	I	
B	N	E	Q	Z	Z	R	S	S	E
W	E	P	T	J	R	Y	A	P	R
S	N	Q	U	X	G	A	E	E	G
P	B	L	O	M	Q	V	I	S	T
X	S	A	I	N	Z	J	Q	I	N



Think you know your cars?  
Test your knowledge  
for fun, here...

- Q1) Name the wheel?**  
**Q2) Name the car?**  
**Q3) Name the front cluster?**

**Answers are in Arse End over on page 113! Good luck.**



**Bagged EG Civic**



**Twin Turbo 370Z**

## Coming Soon

Loving the current issue of FC and can't wait for the next one? Well, here's a sneak peak into what the future has in store for Fast Car magazine and the cars that will fill it.

**"THERE'S NOTHING IN THIS WORLD THAT SAYS 'LOOK AT ME, I'M A BIT OF A COCK', MORE THAN AUTOMOTIVE BRANDED APPAREL."**

Yeah, you know the type - the Subaru owners who've got the 555 coat or the McLaren F1 fan boys who wear those mechanic-style polos. A branded cap? Okay, we'll let you have that one, just, but anything else? Leave it on the shelf. There's just no need to pledge your alliance, because, quite frankly, no one gives a toss. We already know you've got a gold-wheeled World Rally blue STi, because it's your social media profile picture and you've just pulled up in it. You, my friend, are cut from the same cloth as those guys who turn up to social karting events sporting Sparco racing boots. You might as well go the whole hog and buy a Ferrari key ring for your Mondeo key fob; that'll definitely impress the ladies.

**The Angry Man**



Disclaimer: The opinions expressed herein are not necessarily those of Fast Car or the publisher. So fuck you ;-)



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# Evolutionary Road

*Outrageous cars like this are enough to make your grandpa's monocle fall out in disbelief, but building this stuff is actually not so much a rebellion as a biological imperative. We need mad behaviour like this; it's what pushes mankind forward...*











“It’s a massive ballache to drive.” A strong opener here from Andrew Britton, as he climbs out of his extravagantly bootylicious M4. But the fact that he’s saying this with a huge grin on his face tells you all you need to know about human nature in the twenty-first century. We don’t like to make things easy for ourselves.

Consider the fundamental psychology of mankind. Primitive humans lived in caves, munching on freshly wounded furry mammals, and basically only had four things to fill their days - the so-called ‘four Fs’: feeding, fighting, fleeing and, er, mating. To survive, we needed to find things to eat. We needed to fend off any creatures that wanted to eat us, or had come to take our food away. We needed to be able to run like billy-o from things that we weren’t strong enough to fight off. And we needed to procreate, to perpetuate the species. That was it, that was all mankind had to do.

Fast-forward a few generations, however, and we’re all glued to these clever handheld devices that allow us to send suggestive messages to strangers, while people on small motorised horses bring greasy food to our houses, as we watch picture shows on the magic screens in our living rooms about people we don’t know trying to survive a primitive cave-dwelling lifestyle in some far-flung jungle. We’re weird, aren’t we?

So, for the sake of a simple life, Andrew

could have just bought himself a BMW M4 and enjoyed it for what it was. That would have been the logical thing for a modern human to do. Or he could have just kept the Mercedes CLA he had before that. But the species hasn’t evolved through the things that we merely could have done. That’s why people flew to the moon in the 1960s, instead of simply speculating that it might be possible. It’s one thing to theorise, it’s quite another to act. So in his own unique modifying microcosm, Andrew is effectively

changing the future. That’s pretty cool.

This is all hard-wired into Andrew’s DNA; obviously, he really doesn’t have any means to change the course of this destiny. “I’ve always owned modified cars,” he explains. “Unfortunately, I just can’t leave them alone!” We’d suggest that this is an overly modest use of the adverb ‘unfortunately’, as it’s worked out rather well for the rest of us. We like having pretty things like this to look at. And Andrew clearly has a good eye for this stuff, too, doesn’t he?

**3SDM 3.01 splits  
are on point**





**"In his own unique modifying microcosm,  
Andrew is effectively changing the future"**





## HOT RIDES: BMW M4



*"I walked in to the dealer and found myself driving out in this M4 the same day – I just fell in love with the colour"*

"Last year I had a Mercedes CLA on air-ride," he continues, "and I loved having a full-on show car, because everything I had owned before that had been built on a rather tighter budget."

So if he loved it, why change? Well, it's that age-old issue of fronting to your mates, when you boil the act down to its very essence; that, and the ingrained necessity to keep changing things for the sake of it. An easy life is the preserve of the sucker.

"I was actually driving home from work one day with a mate, and I happened to mention that I was getting a bit bored of the CLA," Andrew recalls. "He started googling a few cars, and at that moment a BMW M4 flew past us at about 100mph, and we just looked at each other..." A proper lightbulb moment there, and it was with some certain sense of Darwinian inevitability that the evolutionary shift of this project saw these Merc-dwellers scampering to the nearest BMW dealership. "I walked in to the dealer in Coventry and found myself driving out in this M4 the same day – I just fell in love with the colour," he reasons, and you can't really argue with the logic of that. This whole peculiar hobby of ours is driven by passion and irrational desire, there's nothing to be gained by trying to rationalise it. Follow your heart, and see what happens.

"It was completely stock when I bought it," he goes on, "but I knew from the start that I'd be putting it on air. I couldn't stand the arch gap and I dislike coilovers, so I took

the car to Luke at Plush – as he always works on my cars – and we took it from there. I drove it around for about a month with the new air-ride, and, roundabout the time I was on my ninth set of wheels in a year, my mate sent me a picture of a Liberty Walk M4 and said 'I dare you'..."

Well, that was like a red rag to a particularly shouty bull, as you can imagine. You can't back down when someone

confronts you with a dare, can you? Particularly when said dare would ultimately result in you shooting out hot rainbows of automotive awesomeness from every conceivable orifice. So the game was afoot.

"My initial reaction was that it was just too much money to contemplate, but my mate knows I'm rubbish with money, and after some digging from the missus I ended up ordering the kit," he laughs. "The arches

***A hardline air install is next on the to-do list***







*Andrew plans to swap out the original leather*



*BMW Performance steering wheel complete with shift-lights. #Trick*

*AccuAir e-Level was installed by Plush*





## HOT RIDES: BMW M4

*"My mate sent me a picture of a Liberty Walk M4 and said 'I dare you'..."*



were a pain, but I'm terrible with cars so the whole car was actually built and resprayed by DPM Autobody down near Brighton. Then I needed wheels and tyres, which was another pain, but a friend recommended 3SDM and they did me a great deal on these 3.01 split-rims - with some nice CNC Liberty Walk logos thrown in for free! I did manage to change the steering wheel myself, although it took me nearly six hours and BMW reckon it should take one-and-a-half hours - so I've decided that I'm useless with cars. I also decided the standard exhaust was too quiet, so I had a custom straight-through system built... and now it's so loud, I can only start it after 9am where I live!"

Not the ideal car for the nine-to-five commute, then - unless he's allowed to rock up late every day. And Andrew readily admits that driving the M4 can be a bit stressful nowadays; it doesn't fit in multi-

storey car parks, or indeed any standard parking space. Basically pointless as a car, then? No, not a bit of it. It all just feeds into that ingrained human need for complexity and relentlessly serpentine distractions. "I just love the looks on people's faces when they're taking pictures of the car on motorways," he assures us, with a mischievous grin. "And I'm planning to rip out the seats and fit a rollcage, and get a hardline setup built, and probably change it all to a different colour, and, of course, get some new wheels..."

Never simple, is it? But that's hardly Andrew's fault. As a species, we're conditioned to make things needlessly complicated for ourselves. By creating this outstanding, unique, astonishing M4, this modern human is merely fulfilling his own predestined sense of purpose. Find fault with that logic, we dare you. **71**

## TECH SPEC: BMW M4

### STYLING

Liberty Walk LB Works widebody kit (inc. overfenders, front and rear diffusers, skirts and ducktail); smoothed front bumper, gloss black grille and badges.

### TUNING

S55B30T0 3.0-litre twin-turbo straight-six; custom straight-through exhaust system; 7-speed auto.

### CHASSIS

10.5x20" ET3 (front) and 12x20" ET-10 (rear) 3SDM 3.01 3-piece split-rims; 275/30 (f) and 295/30 (r) Toyo Proxes tyres; Air Lift Performance struts with AccuAir e-Level management.

### INTERIOR

Full BMW leather; BMW Performance steering wheel with shift-lights; BMW Performance carbon fibre/Alcantara armrest, handbrake and gear selector.

### THANKS

Plush Automotive; YDS Automotive; DPM Autobody; The Performance Company; 3SDM; ColourKraft; my missus, and Steve for sourcing the kit. Oh, and Dean for daring me to do it!



*"I decided the standard exhaust was too quiet, so I had a custom straight-through system built... and now it's so loud, I can only start it after 9am where I live"*





# CADES WHEELS: NEW FOR 2018



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# Autosport 2018

IT'S KINDA LIKE THE UK'S VERSION OF SEMA...

**B**ut instead of being in Las Vegas in November, it's in Birmingham in January, it's about a 10th of the size, and the confectionary staff couldn't muster a smile let alone a "good day, Sir". But you know what? It's still bloody awesome and there's more than one reason why.

Autosport tags itself as Europe's most innovative motorsport show. We're not really sure what that means but we do know that it's

the place to be if you're a manufacturer, retailer, racing driver, or simply a motorsport fan boy. The whole industry is there; it's where meetings are scheduled and deals are done. But for us? It's simply automotive heaven: from ogling the vast variety of multi-million pound race cars to shopping at the endless retail stands that sell everything from tweed flat caps to electric drivetrains.

Here are just a few of our highlights...



Lewis Hamilton left his Merc at the NEC

Check out the BGW





## Liberty Walk Europe

Social media can sometimes desensitise us to the craziness that is Liberty Walk, but there's nothing quite like seeing an LB WORKS creation in the flesh. It's a good job, then, that Liberty Walk Europe brought along a fleet of supercars that included the R8 V10 that we previously featured; a Ferrari 488GTB wearing a full LB WORKS kit, 20-inch forged 3SDM wheels, as well as an AirREX digital air ride suspension system; and a Lamborghini Aventador that had similar treatment. Not to mention a Mustang, GT-R, and BMW M4! And best of all, they were all built right here in Blighty. You'll be seeing more of these creations over the next few months.

[www.libertywalk-eu.com](http://www.libertywalk-eu.com)



Full feature  
coming soon



## German Touring Car Masters

This C63 Merc and BMW M4 are Deutsche Tourenwagen Masters, or DTM to you and me. Unlike so many of the other racing thoroughbreds on display at the show they weren't roped off. Both cars were piloted by British drivers Gary Paffett (C63) and Tom Blomqvist (M4). Lucky sods.



Left or right?





# OUT THERE: AUTOSPORT 2018



## It's not just about the cars...

In fact, it's probably less about the cars and more about the products. Autosport is the place for manufacturers to display and launch their latest products in the UK. The majority of the show is taken up by trade stands keen to showcase their products and retail stands ready to sell them. This means it's the perfect place to make your 2018 part wish list for the fast approaching show season.



All the parts you could ever want and available in every colour of the rainbow

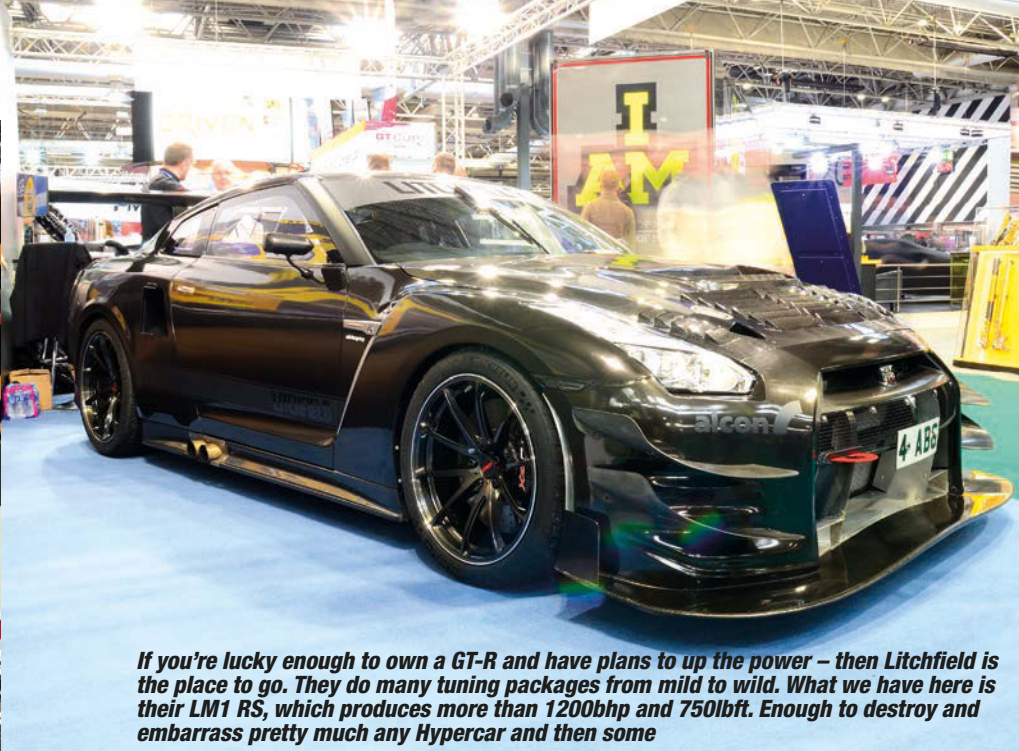


Is it too early to start our Christmas list? Because this 911 GT2 RS will be right at the top. Pushing out 700bhp from its 3.8-litre twin-turbocharged boxer will see it hit 62mph in 2.8-seconds and a top speed of 211mph! The price tag? £236,559 seems pretty reasonable to us



Midge's new project car





***If you're lucky enough to own a GT-R and have plans to up the power – then Litchfield is the place to go. They do many tuning packages from mild to wild. What we have here is their LM1 RS, which produces more than 1200bhp and 750lbft. Enough to destroy and embarrass pretty much any Hypercar and then some***

## The second week in January? Are you mad?

Let's be honest, January is, erm, crap! Well, it is if you're not into your cars. Us lot, on the other hand, have Autosport to look forward to. Fast cars, racing royalty, live action, and a night out on Broad Street? Sign us up!



#Legend

## Motorsport Legends

Autosport always attracts some of the world's best racing drivers. Past, present and future legends gather at the NEC for interviews, signings and demos. This year's show was no different and the cherry on the cake was an appearance from 1992 World F1 Champion, Nigel Mansell. Our Nige went toe-to-toe with Senna, Prost, and the Nelson Piquets of the world back in the glory days of F1, and often won. Back then it was the size of your balls that gave you the edge, not a DRS system. And Red 5 had the biggest on the grid!



***Here we have an Aston Martin Vantage GT8, running a TVS supercharger and a bunch of GMR goodies that help produce 610bhp. That's a massive 170bhp more than stock***







Hello Billy

## Live Action

Autosport's live action is the best in the business. They don't just rely on a few drift cars and a stunt display (they had that, too) but pride themselves on showcasing all types of motorsport – and, more often than not, in its most extreme form.

This year's one hour long display was opened by Billy Monger and Terry Grant. It featured BriSCA F1 stock cars, NASCARs, plus Rallycross demos, and was narrated by F1's David 'Crofty' Croft and Shmee150. The whole experience is amplified (quite literally) by the fact that it takes place indoors. Proper hairs on their ends stuff.



That's not a stand. This is a stand! Pirelli always bring it when displaying at Autosport and this year's stand certainly didn't disappoint. It was so big they could have charged for entry.



BMW E30 GTR weighs in at just 1050kg and is packing a 350bhp punch



## The Future

If you ever needed proof that the combustion engine is alive and kicking, Autosport is the place to go, but let's not turn our noses up at the thought of electric power. One of the most interesting products on display was on the XING Mobility stand where they showcased their 'Extreme Performance Electric Powertrains'. The top spec powertrain and battery set-up is claimed to produce 1126hp, hit 62mph in 1.8-seconds and top out at 167mph. That isn't bad, it's bloody magic! If the future is electric power, we say bring it on.







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# Girl Interrupt

*An MX-5 intervention forced Eilidh Dunsire to change her project plans...*





ed...





**N**o matter how well you think you have things planned, when it comes to modifying, there's always the chance of veering off in another direction.

Eilidh Dunsire thought she had it all worked out. Having a daily commute, she sensibly took her precious S2000 off the road and picked up a stock 1998 MX-5 Berkeley as a runaround. It just so happened the timing coincided with Eilidh's first sighting of the awesome Rocket Bunny MX-5 kit and that was it.

Instead of a daily hack, the Mazda was destined to evolve into the full-on show car and daily all rolled into one, while the S2000 was sold on. An interruption, divine intervention, whatever you want to call it,

there's no doubting that it turned out to be a damn good decision. Initially, while saving up for the kit, Eilidh had to make do with making the MX-5, "A bit less geeky. It had massive arch gap, a boot lid suitcase rail and terrible wood veneer," she laughs. The temporary solution was cheap coilovers, wheels and a few other bits to take the edge off. Fitting this resulted in some light arch damage, which bothered Eilidh. The kit had to come soon!

Fortunately, just a few months later, Eilidh got a job much closer to home and with more pennies in the bank it was time for phase two. The genuine Rocket Bunny kit was sourced and imported and the wheels had already been targeted. "I liked Work CR01s long before I



*Rocket Bunny kit and Work CR01 wheels are a perfect pair*



“I had to get a balance between looking good but driving well and safely too”





**"It gets lots of attention and compliments.  
My elderly neighbour loves it!"**



***AirREX struts custom-made  
in the Netherlands***

got the MX-5," smiles Eilidh. "It meant it was just a case of researching and planning the fitment and tyre sizes. I didn't want massive stretch. I had to get a balance of looking good but driving well and safe." Sensible girl. In preparation of the custom wheel order, HSD Monopro coilovers were fitted and the car was dropped off for the body prep. New wings were added along with the kit, LED headlights, smoked side-lights and a Eunox rear panel. Front bumper smoothing and de-chroming completed the mix before the turquoise was chosen.

The wheels finally arrived just two days before the 2016 Scottish Car Show (SCS). Eilidh made it there on temporary wheels and switched them for the show and it all went well; until the drive home. Being static, the underside was taking a beating, so air became the next

***One rightly proud owner***



***Air suspension boot  
build? #boom***





Taking it to the MX



## OWNER: EILIDH DUNSIRE

### *What's the reaction been like to your car?*

It gets a lot of attention, especially in petrol stations. Lots of compliments and even my elderly neighbour loves it!

### *What are your three favourite mods?*

The Rocket Bunny kit, the lights, as I can now see at night, and the air ride, as it's taken the static stress away!

### *Do you miss the S2000 at all?*

I actually miss it a lot! When I move on from the MX-5 I'll probably go for an S2000.

### *What's left on your mods to-do list?*

A homemade resin gearknob, custom plinth for the air controller and custom lights. Possibly some performance tweaks too, as well as cleaning underneath, undersealing and replacing many of the suspension components with powder coated items.

Smoked sidelights and a Eunor rear panel







thing on the hitlist. As usual, there was no rash decision and instead a thorough search found the ideal option in AirREX struts. These were custom made for the MX-5 and arrived from the Netherlands to be mated with Air Lift V2 management and a two-gallon AirREX tank. From here on some tinkering of suspension bits and hefty work to the arches finally achieved the desired set-up.

Eilidh's attention switched to the interior and here she gave it a personal touch. With the MX-5 having hints of a retro theme, she designed a '90s style pattern for some of the trim material. It includes symbols relevant to the car, like the 'M' from Miata and the Rocket Bunny 'King Pig' logo and you'll find it lavished on the doorcards and gaiters. Elsewhere the Driftwood steering wheel and air tank were painted white and given a colour splash to finish them off.

Other than a custom exhaust, there are no performance mods, but this is where Eilidh may venture next. Until then she's happy to cruise around in her wide and wild MX-5, having the daily driver and stunning show car all in one! [F](#)

### STYLING

Genuine Rocket Bunny kit comprising of front lip, over-fenders and rear wing imported from TRA Kyoto by Injection Imports; full respray in turquoise; colour-coded front and rear reflectors; front bumper smoothed; de-chromed handles, badge and Frankenstein plates; Eunox rear panel with retro-fit LED registration lights; upgraded 7in LED headlights; smoked clear side lights; front arches modified for extended steering clearance by J Fab; US imported 'Miata MX-5' badge; OEM non-boot rack boot lid.

### TUNING

Standard 1840cc engine; custom catback exhaust with 5ziggen backbox by J Fab.

### CHASSIS

Work CR01 wheels (custom made) 9x15in front and 10x15in rear; AirREX MX-5 air suspension struts; Air Lift V2 air management system; Air Lift two-gallon tank 380c; Viar compressor; modified rear wishbones for added clearance, by J Fab; Japspeed front strut brace.

### INTERIOR

US-imported Driftwood steering wheel and custom painted; NRG Innovations short hub; NRG Innovations gen 2.0 quick release; custom-designed patterned fabric (printed on 240gsm Twill) installed on new PVC doorcards; gear and handbrake gaiters; MX-5 Parts cup holder; boot build for air suspension; Air Lift two-gallon tank custom painted.

### AUDIO

JVC CD player.

### THANKS

Injection Imports; J Fab Aberdeen; and of course Daniel for helping me fit parts late at night, in the rain, over entire weekends and whenever needed.

*Neck-snapping daily driver and gorgeous show car in one*







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DRIFTWORKS







A red Audi TT is shown from the front-left quarter, parked in a garage. The car's front grille with the Audi rings is prominent. The background is a grey corrugated metal wall with a fluorescent light fixture. The title 'EASTERN PROMISE' is written in large, white, bold, sans-serif capital letters across the upper half of the image.

# EASTERN PROMISE

*Starting off by following the super-clean styling movement his native Belgium is renowned for, Brendan's Audi TT then took an Oriental twist with some cutting-edge, JDM-inspired additions that ensure you won't forget it in a hurry...*

It's funny how certain road laws around the globe can have a huge effect on the styles of car modifications that are favoured in that particular area.

Because it seems that no matter how strict the policies are, our incredible community will always find ways around the problem.

Back in Belgium in the early noughties, the government was so strict on people tweaking with their rides that car fans were forced to conceive their very own style to stay under the radar whilst adding personal touches to their motors. Known as the 'cleaned' movement, it revolved around smoothing down the standard body panels in favour of eye-catching, lairy body kits, spawning the restrained Euro look we've all come to know and love since.

You've gotta take your hats off to these mavericks for creating what has become such a renowned worldwide style that lives on to this very day. And with the recent addition of the instant, Insta-happy social media sphere that's taken over our lives, we've noticed a whole load of other styles from around the world slowly being laced in to the latest super-clean builds to keep it fresh after all these years.

Belgian Brendan Dolo's Audi TT here is living proof of this evolution in process. At first glance he's stuck to that iconic, smooth aesthetic that's proven so popular where he grew up. But take a closer look at this curvy coupé and you'll begin to notice styles from plenty of other corners of the world creeping into the mix.

The heavy machinery mechanic isn't shy of testing the limits of his country's tight road regulations, with the majority of his car back-catalogue receiving an equally as impressive string of upgrades as his current TT here. "I had a modified Saxo, then a modified Polo, and then a 205 Rallye for racing," Brendan reveals, his broad love of

*A car plastered in stylish subtlety*



"I absolutely love this car! It's different. Not like everyone else's,"



**Includes an Air Lift Performance AutoPilot V2 Slam Series air suspension setup**

motors beginning to shine through. "My last car was a Mk6 Golf I had for three years and went through 10 sets of alloys with..."

Thinking he'd probably done all he possibly could with the Golf, Brendan began looking for a new project back in 2015. A trip to Germany saw him stumble upon the perfect replacement, too: this Mk1 Audi TT which was asking for some minor cosmetic work that would promise to make a fantastic base for his big ideas.

Getting the 1.8 turbo-powered sports car back home, Brendan was set on getting cracking straight away. "I picked it up in June, and had ordered air suspension by July!" he grins.

The system of choice was Air Lift's Slam Series; a hassle-free way of providing adjustable ride height (a must for modified cars in Belgium which aren't technically meant to be any lower than standard), incorporating OEM-replacement struts that make it easy to switch back to standard components for the car's annual inspection.

With some tasty height presets dialled in to the AutoPilot management, Brendan's focus shifted to that dodgy front wing that needed some attention. "I replaced the damaged wing and got the front bumper smoothed over at the same time," he reveals, with the car no longer rocking that ugly numberplate recess and looking a million times smoother as a result. See

what we mean when we say it's all about the subtle touches?

You're probably already aware that Brendan's a bit of a connoisseur of the old wheels, based on what we've heard about his previous exploits, so you won't be too surprised to hear that a tasty set of rims was next on his to-do list.

Finding a quartet of BBS RS2s that were promptly drilled and repainted with white faces by a good pal, this was as good a way as any to signify the end of another show season, with a nice complete show car already on his hands after just a few months in his possession.

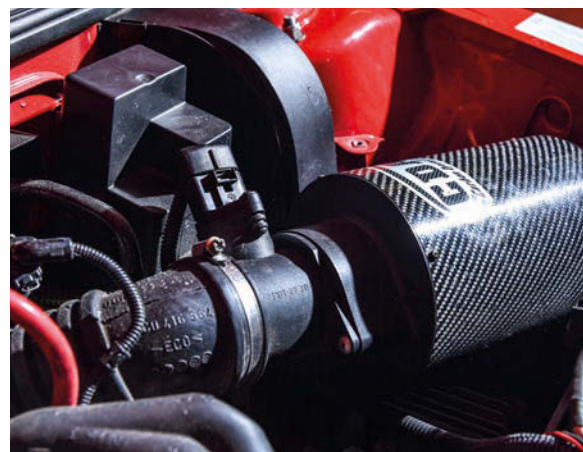
Over the winter, the wheel craze continued, with the likes of RH ZW3 and OZ Futura splits all making their way onto the corners of Brendan's ride at one point or another. Until he stumbled upon a set of rims he'd always dreamt of. "I found these Autostrasdas," he recalls. "I absolutely love these wheels, so it was a great opportunity for me to own a set." The Japanese-made Monzas mimic the painfully nineties design found on Lamborghini Diablos, with our man here delighted to find a rare set with an 18-inch diameter.

With the first year of ownership coming to a climactic end, things were put on the back burner for 2016 as Brendan lived out his quad bike-racing exploits (sounds like he's living the dream!), "It all came together quite

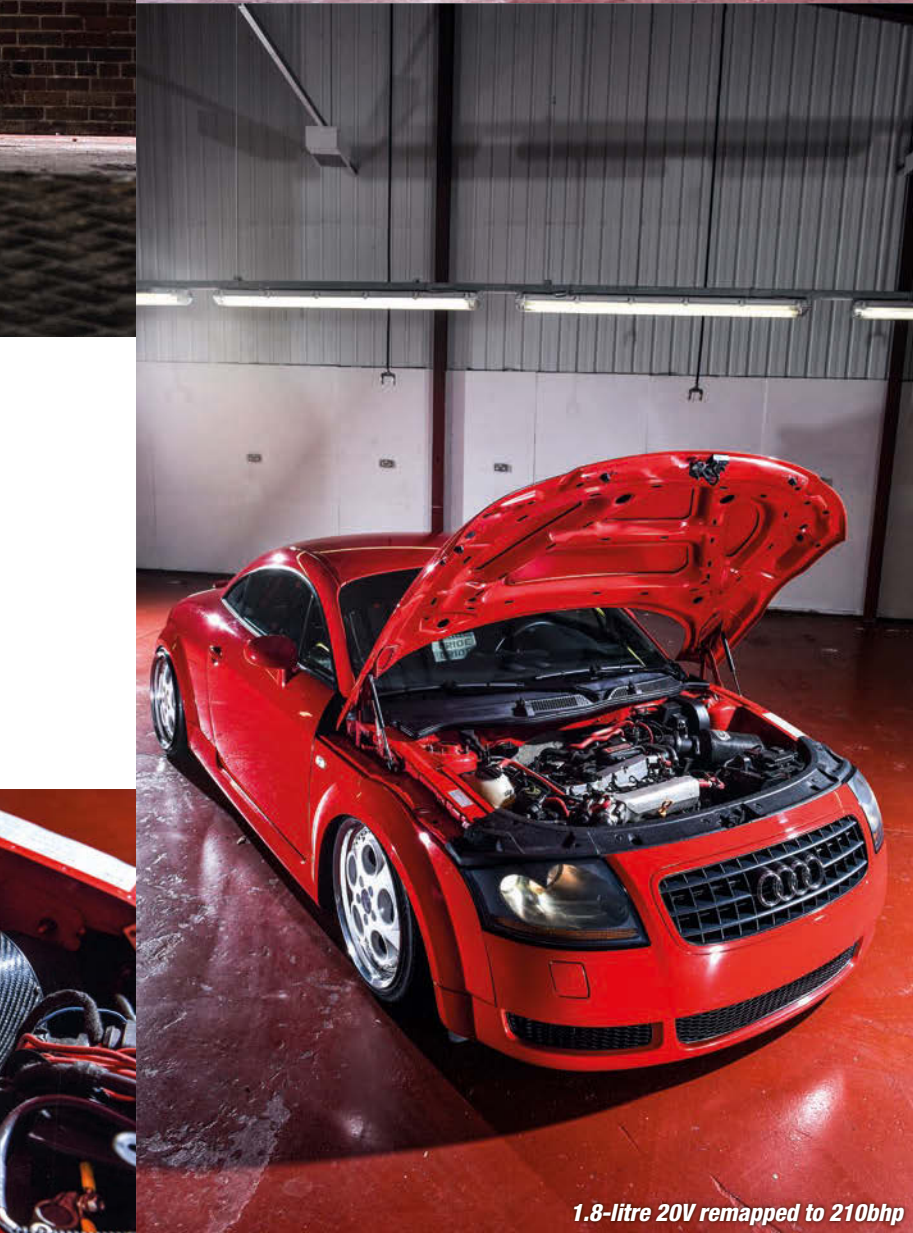
quickly for Ultimate Dubs at the start of 2017, though," he explains, picking up the story 12 months down the line where plans were once again in full swing.

Planning to head over to the UK for the March event left him with a small window to perform the final few touches. These included the installation of a multi-point roll cage by local garage Maq Racing – finished up to match the body colour which is bang-on-trend right now, as well as giving his beloved wheels the once-over with new staggered barrels and a lick of white paint on the gorgeous faces.

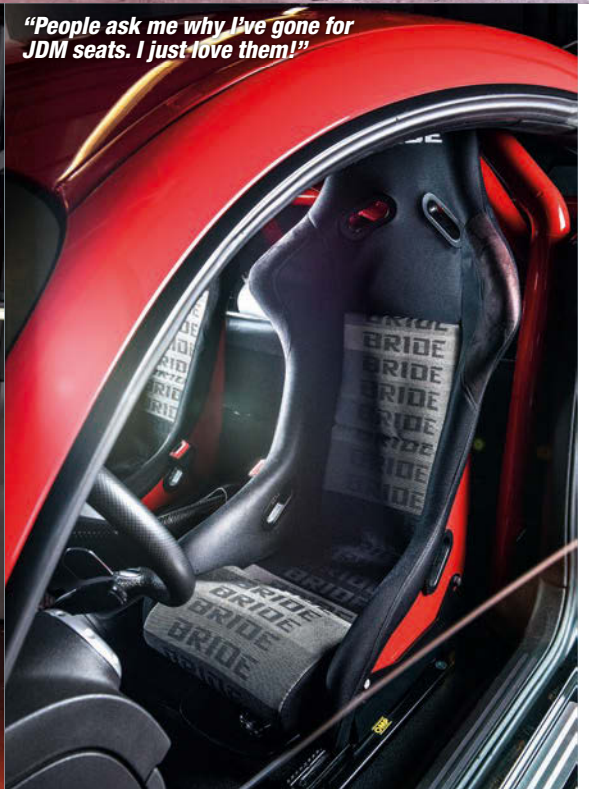
Following the JDM theme these wheels began, Brendan went against the grain with







1.8-litre 20V remapped to 210bhp



"People ask me why I've gone for JDM seats. I just love them!"







**Multi-point roll cage by Belgian garage Maq Racing**

his choice of seats, opting for some Bride fixed-back offerings normally reserved for crazy Japanese drift and track cars.

"People ask me why I've gone for JDM seats, but the simple answer is I love them!" he proudly states. And we can see why. That legendary gradient-effect fabric in the middle panels never fails to look the business no matter what car it's sat in!

With the rears sprayed up to match the body and cage, the interior was beginning to look just as epic as the outside. To finish it off, Brendan stopped by at Huddersfield-based Bag House Customs on the way to the show, who put together that tasty hard-line boot install which beautifully sets off the caged-up rear, before his finished work of art finally saw its grand debut.

It's amazing what a few subtle tweaks can do to the aesthetic of a vehicle. Brendan's clearly a master at the clean, less-is-more

aesthetic his country is so famous for, with his TT being completely transformed with just a few choice adjustments. "I absolutely love this car! It's different. Not like everyone else's," our gleeful owner confesses.

Using it as a daily up until a few months ago, it sounds like a hoot to drive with its boosted motor receiving some breathing upgrades and a remap, making it good for around 210bhp. "People ask me why I put Jap parts on it, but I just really like them," he continues. You're not the only one Brendan.

Things are about to change though, as he's set to embark on new adventures on British soil with his girlfriend Jemima (who owns a VW Polo herself, which you might recognise...), which may mean a new vehicle for him to focus on.

At the rate he works at, this isn't the last you'll be hearing from young Brendan... **FC**

#### STYLING

Front bumper smoothed; Xenon headlight conversion.

#### TUNING

1.8-litre 20V turbocharged engine; BMC carbon fibre air intake; red silicone hoses; 210bhp remap.

#### TRANSMISSION

Five-speed manual gearbox.

#### CHASSIS

8.5x18in (front) and 9.5x18in (rear) Autostrada Monza three-piece split rims with white faces and ceramic polished lips; Air Lift Performance AutoPilot V2 Slam Series air suspension setup; OEM brakes.

#### INTERIOR

Bride fixed-back bucket seats; full roll cage; carbon fibre/Alcantara steering wheel re-trim; Bose sound system; hard line boot install.

#### THANKS

Bag House Customs; Maq Racing; HXRNY; my girlfriend Jemima for all her help and support.

**Autostrada Monza three-piece split rims**



**Brendan is the master of the less-is-more aesthetic his country is famous for**



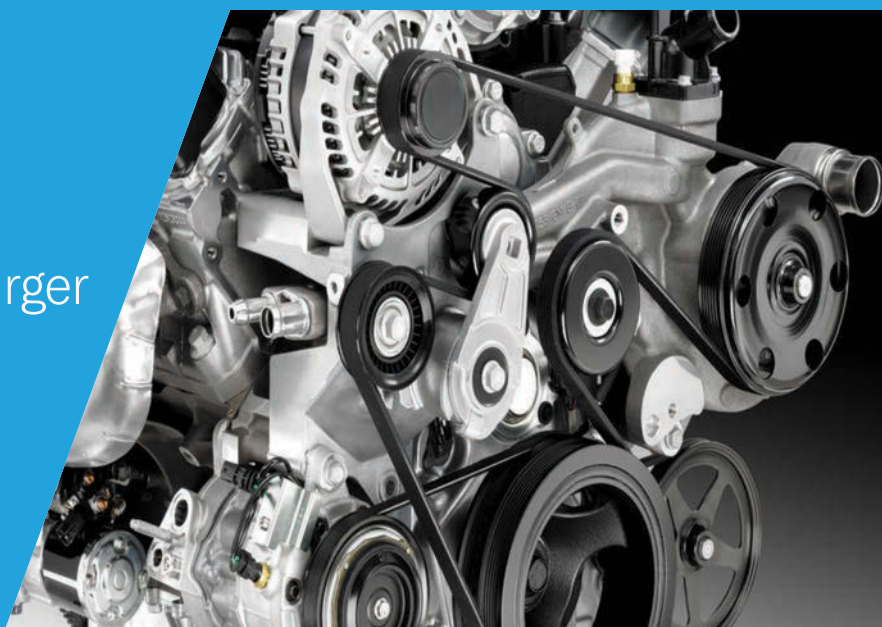




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# FC PRODUCTS SPECIAL HOT RIMS

*Our favourite hoops coming up in 2018? Oh, go on then...*

Wheels, they make our world go round, right? It's pretty clear they do, and it has to be said that we never need much of an excuse to bust out a top-notch products special dedicated to everyone's favourite modification. No, all we need is for the big man to give us a nod and ask; "what cool wheels are coming out this season?" And, pretty soon we're all ranting away, foaming at the mouth! So, in no particular order, here's a shed load of our favourite up-and-comers to get you going in 2018...



## Fast Facts

Sizes: **8.5 and 9.5x17, 8.5, 9.5 and 10.5x18**  
PCDs: **5x114.3, 5x120**  
Offset: **0-15**  
Finishes: **Hyper black**

## **7TWENTY STYLE 55** from £160 (each)

The guys at 7Twenty have been busy carving out quite the reputation in the drift scene over the last year or so. The secret to their success is pretty clear too, instead of making wheels to fit every single car on the market, they stick to what they know with the Japanese RWD monsters and BMWs that everyone likes to get sideways. Their offbeat ethos certainly seems to be paying

dividends, their rims are fast becoming some of the most popular on the streets.

Anyway, it's plenty more of the same with the new Style 55 here, these all-business hoops are perfectly designed for squeezing on skinny tyres and getting your backside clipping apexes.

There's a distinctly uncomplicated, motorsport feel to the design, but with such

low offsets and an ultra-concave profile (the 10.5x18-inch version has 3.5-inches of concave loveliness for starters), they're probably not for the faint-hearted in fitment terms. But, then again, without being a little courageous, you're not going to be steering from the rear in the first place, are you? The Drift Kings Competition awaits!

[www.7twenty.co.uk](http://www.7twenty.co.uk)



# FC Products Special



## Rotiform SIX, From £170 (each)

Made-to-measure designer hoops don't seem to get any more popular than those on offer from the guys at Rotiform, it's not just here on the UK scene either, you'll notice that at all the big US shows like SEMA, every other high-end motor seems to be rocking a slice of multi-piece Rotiform goodness! These no-nonsense wheels though, are part of their cast range so, thankfully, you don't need quite the same sort of credit limit to get in on the action.

A thoroughly motorsport-inspired, one-piece version of their popular SIX split rims, these are still every bit the super-high quality you'd expect from such a premium manufacturer though. They even come with the metal, 'True Thread' spin-on hex caps usually found on their forged rims, rather than the more traditional plastic items you tend to find on most of the cast wheels out there.

Most of all though, we just love that tough design, it says there's absolutely no messing about. Simple but stunning.

[www.rotiform.co.uk](http://www.rotiform.co.uk)

Sizes: **8.5x18, 8.5x19**

PCD: **5x100, 5x112, 5x114, 5x120**

Offset: **35, 45**

Finish: **Matt black and gloss silver**

## MV Forged LT Carbon, From £22,000 (set)

That January (and February, March, April, June and July) pay cheque burning a hole in your pocket? Well, for the meagre price of a second-hand Bentley Continental, you could bag yourself a set of these, complete with a little price tag attached like some sort of Vivienne Westwood suit.

Of course, as you'd expect, these modular rims are strictly limited edition, but there's no point in sweating the small stuff. After all, if you're looking for T6 Aerospace forged aluminium centres, with hand-laid carbon fibre barrels, in any known fitment... well, there's not too many firms that'll have the skills, or the spuds, to make you a set. Start saving.

[www.mvforaged.com](http://www.mvforaged.com)

Sizes: **Any 18-22**

PCDs: **Any**

Offsets: **Any**

Finishes: **Any centre, hand-laid carbon**



## Rota SS10, From £165 (each)

The bods at Rota have been extremely clever bringing this no-nonsense motorsport-friendly offering to the UK market. And why's that? We hear you ask. Well, while at first glance it may appear to be a simple multispoke wheel designed for the many cars modelled after the race and rally fraternities (and in many ways it is). If you delve a little deeper, you find that this one only weighs 7.8 kilos (which is naff-all for a cast 17-incher), and has been specifically engineered to clear big brake upgrades. In other words, it's got some pretty weighty racing credentials too.

That's not all either, what's all the more canny here is there's also specially designed fitments for the new Fiesta, and even a super-high-offset ET50 version specifically for the Clio RS. Talk about knowing your market - these are gonna fly out!

[www.rarerims.co.uk](http://www.rarerims.co.uk)

Sizes: **7.5 and 8x17**

PCDs: **4x100, 4x108, 5x108**

Offsets: **35, 42, 50**

Finishes: **Gunmetal, flat black, white**



## Niche METHOS, From £200 (each)

Niche are perhaps best known here in the UK for their super-high-end forged wheels, so you'll be forgiven for thinking the METHOS here is one, especially as it comes in two popular finishes associated with forged hoops. Not to mention the fact that it's fappin massive!

But no, this is one of their brand-new cast rims, and an absolute bargain to boot. In fact, unless you're in there with a magnifying glass, or trying to unscrew the hex-bolts, we're pretty sure you wouldn't be able to tell the difference anyway.

Still, nothing says class like a German cruiser with an absolutely enormous set of split-5 spokes, and these are even designed to be compatible with OEM Mercedes and BMW centrecaps. Obviously, we have no idea why you'd want to cover the Niche ones in the first place, we'd want everyone to know exactly where these came from.

[www.nicheroadwheels.com](http://www.nicheroadwheels.com)

Sizes: **9 and 10.5x20**

PCDs: **5x112, 5x114.3, 5x120**

Offsets: **35, 40**

Finishes: **Satin black/gloss lip, bronze/gloss black lip**



## Klutch SLC2, From £205 (each)

This ultra-aggressive, concave monoblock is definitely one of the more unusual designs to hit the shelves this year, and we're not just talking about the finishes either!

If you look closely at the face, you'll see that it protrudes about an inch from the stepped lip and has some rather unique cut-outs between each spoke. And why not? Sometimes it's nice to see something totally different, right? If you're thinking that there are loads of cars these would look the absolute nuts on, you'd be right. So, it's good to know they are available in a whole range of usable fitments and can be custom-drilled to any 5-stud PCD.

This one comes with 3 rather lairy finishes as standard, but there's also the extra option for any custom finish your heart could desire. Definitely one of the hottest cast wheels on the market right now.

[www.klutchwheels.com](http://www.klutchwheels.com)

Sizes: **8.5x15, 8 and 9x16, 8.5, 9.5 and 10.5x18**

PCDs: **Any 5x108-5x130**

Offsets: **Any**

Finishes: **Black tint/chrome lip, Silver/chrome lip, Galaxy red, custom**

## 3SDM 3.73, From £650 (each)

How awesome is this new 4-spoke addition to the 3SDM FR Series? We're just loving the idea of such an established retro design being brought bang up to date in such a stylish way. This one is more than a little reminiscent of the '80s Mk2 Escort RS wheels, only it's a full-on forged beauty available in loads of cheeky modern finishes and much more usable fitments. It just goes to prove, when it comes to top inspiration, there's still no school like the old school.

Anyway, we don't have to tell you that 3SDM cast wheels have become legendary on the scene over the past few years, but now they're one of a select few British manufacturers making some of the most sought after forged rims on the planet, we can see them absolutely smashing it in 2018! There's no import tax on these either, which is nice.

[www.3sdm.co.uk](http://www.3sdm.co.uk)

Sizes: **Any 15-22**

PCD: **Any**

Offset: **Any**

Finish: **Any**





# FC Products Special

## Velgen Forged VFDB6, From £POA

These forged lovelies from the US may not be the cheapest rims about, but have you ever seen such a sexy 6-spoker? We haven't. We love the spoke design and the triple-stepped lip. Velgen really have nailed this design.

Not only does it look the business, it is the business with a dual block forged construction. Available in any size between 18–24-inches, you won't be short of fitment options either. Velgen guarantee they're shipped from order in under 5-weeks or you get them for free. It's probably the only time you'll want the postie to be late...

[www.velgenwheels.com](http://www.velgenwheels.com)

Sizes: **Any 18-24**

PCDs: **Any**

Offsets: **Any**

Finishes: **Whatever you want**



## ADV.1 x Dymag ADV7.2 CF.2 Advanced, From £2900 (each)

The name may be something of a mouthful, but it'll be the price here that'll see you developing some sort of speech impediment! There's no denying this amazing collaboration between ADV.1 and Dymag will go down in history as one of the all-time greats though. Featuring a forged ADV.1 centre, Dymag's famous BOXSTORM carbon barrels and Tikore titanium hardware, these will offer a 40-percent weight saving over cast wheels and they say they're aimed at top-of-the-line supercars. Yeah, no shit, eh?

Still, even if you haven't got an Aventador stashed away in your garage, they'll still custom build a set for you in a 2 or 3-piece configuration, in any size, fitment or centre finish. Then again, for that money, we should bloody hope so.

[www.adv1wheels.com](http://www.adv1wheels.com)

Sizes: **Any 4.5-12.5 width, any 18-22 diameter**

PCD: **Any 5 stud**

Offset: **Any**

Finish: **Any centre**



## Kambr 320S, From £640 (set)

We do love a classic design here at FC, and they don't seem to come any more classic than the famous split-seven, motorsport-style rim. What we like most about this offering from Kambr though, is the two-pronged attack of a subtly updated design (with those rather slick ridges cut all the way around the spokes), and the use of their patented 'PCD pockets' meaning this is one of the very few cast wheels that can be machined to 98-percent of the PCDs on the UK streets. There's not many cars these wouldn't suit, and even less that they can't be made to fit. That's what we call proper British engineering!

[www.kambrwheels.co.uk](http://www.kambrwheels.co.uk)

Sizes: **8.5x18**

PCD: **Any 5x98-5x120**

Offset: **ET40**

Finish: **Satin bronze, gloss black**

## TOP 10 WACKIEST WHEELS OF THE SUMMER



### MOMO Heritage 6,

From £370 (each)

Okay, so it's not that wacky, this old skool-inspired, flow-formed beauty is however absolutely 'effin stunning. Probably our favourite wheel of the last 12 months, and one of the very few that Jules, Midge and G actually agree on. A jaw-dropping hoop and no mistake.

[www.momo.com](http://www.momo.com)

Sizes: 17 and 18

PCDs: Any 5-stud



### Ronal R63,

£TBC

This 8x18-incher is still pretty new, a bit of a demonstrator in fact, so they haven't released all the info on price or the final applications as yet. We do know it's the first to use Ronal's new 'smart core' technology for ultra-intricate spokes though, and that's special enough for us!

[www.ronal-wheels.com](http://www.ronal-wheels.com)

Sizes: 8x18

PCDs: TBA



### DRC DVX,

From £700 (set)

How, unbelievably bonkers is this new entry-level offering? Of course, it's not going to be to everyone's taste, but that's our whole point – you certainly won't see everyone running a set of these puppies!

The quality looks spot on and the price just can't be ignored.

[www.wheelwright.co.uk](http://www.wheelwright.co.uk)

Sizes: 8.5x18, 8.5x19

PCDs: 5x112, 5x108, 5x120



### Radi8 SD11,

From £194 (each)

Definitely one of the craziest hoops we saw in 2017, you just can't help but love that funky full-face design and bonkers 2-tone finish. Only the most stylish of Autobahn bruisers need apply here... but they'll be bloody glad they did. Awesomely complicated.

[www.radi8wheels.com](http://www.radi8wheels.com)

Sizes: 8.5, 10x19, 8.5, 10x20

PCDs: 5x112, 5x120



### BBS RE-Magnesium,

£3500 (each)

Sadly, you'll need a new 911R or GT3 to even think about bolting these amazing magnesium centre-locks under your arches. Race-proven, but TÜV approved for the road, these will relieve your Porker of 32lbs over the stock forged wheels... and relieve your wallet of a few pounds more.

[www.bbs-usa.com](http://www.bbs-usa.com)

Sizes: 9.5x20, 12.5x21

PCD: Centre-lock



## Stuttgart SF1, From £576 (set)

There's a lot to be said for a classic set of motorsport-influenced hoops. After all, simple multi-spokers suit more cars than any other type of wheel. That's what has made them a modifying staple for at least a couple of decades now.

These new Stuttgart SF1s from TUX Auto, are stronger and lighter than their previous offerings due to the flow-forged technology used to make them. They are offered in two sexy finishes, Blast Bronze and Dark Mist. The former is a rough to touch, metallic finish which makes the wheel appear sturdy and versatile. Dark Mist (pictured) is a stunning metallic gloss black that will stand out amongst the plethora of black wheels on the market.

[www.tuxauto.com](http://www.tuxauto.com)

Sizes: **8x17,**

PCDs: **4x100, 5x100, 5x112, 5x114.3**

Offsets: **35, 42**

Finishes: **Blast Bronze / Dark Mist**



## Vossen HF-1, From £400 (each)

Flow forming, where they take a cast blank and draw out the barrels on massive rollers under immense heat and pressure, is the newest technology to hit the wheel world. Anyway, the short story is that's exactly what these rather stylish 'Forged Hybrid' stunners are all about. The latest offering from Miami-based wheel maestros, Vossen, the HF-1 is designed to sit somewhere between their cast range and their full on custom-built forged wheels... although we reckon, for the money, they have to be some of the best of the whole lot.

Even though this wheel is a one piece monoblock too, the flow forming process means they don't have to mess about by only offering a couple of fitments. Instead they can manufacture loads and there's also other options like flat, deep or super, deep concave profiles, a choice of billet centrecaps, and range of eight additional custom finishes that can be ordered over and above the off-the-shelf tints.

[www.vossenwheels.com](http://www.vossenwheels.com)

Sizes: **Too many to list**

PCDs: **Blank, 5x112, 5x114.3, 5x120**

Offsets: **-2-66**

Finishes: **(Standard finishes) tinted gloss black, tinted matt gunmetal, (custom finishes) satin or gloss silver, gloss, satin or matt black, anthracite, gloss gold or textured bronze**



## Revolution CR10, From £162 (each)

This epic-looking race wheel from Revolution has been two years in the making. It uses the very latest flow-forming technology in order to not only pass the most stringent impact and cornering fatigue tests, but blow them away.

They are also incredibly light (5.7kg for 6.5x15 and 10.9kg for the 10x18) and have been designed for great calliper clearance. Revolution will also tailor make you a set if your exact requirements aren't available off the shelf. How's that for service?

One of Revolution's core beliefs is to only use prime aluminium alloy and not reclaimed metal, whilst more expensive, it insures purity and strength – you just can't argue with that logic. Tough and lightweight, this CR10 is the Conor McGregor of the wheel world and has the attitude to match.

[www.revolutionwheels.com](http://www.revolutionwheels.com)

Sizes: **6.5x15 to 10x18**

PCDs: **4x95.25 – 5x130**

Offsets: **All common offsets covered**

Finishes: **Matt Black**



### Kambr 400R, From £640 (set)

Even though they're not forged monoblocks, or actually directional for that matter, these awesome rims from British firm, Kambr, certainly give the appearance of both. A top-quality wheel, available in any PCD from 5x98-5x120 that looks a damn sight more expensive than it is.

[www.kambrwheels.co.uk](http://www.kambrwheels.co.uk)

Sizes 8.5x18

PCDs: Any 5x98-5x120



### ESM FF1, From £210 (each)

Chunky may well be the word of the day here, although all is not quite as heavy as it seems with these concave monsters from ESM. They're actually flow-formed rather than cast, which makes them deceptively light. A great price too.

[www.esmwheels.com](http://www.esmwheels.com)

Sizes: 8.5, 9.5 and 11x18

PCDs: 5x100, 5x112, 5x114.3, 5x120, 5x130



### Speedline SL3 Cesare, From £265 (each)

Another flow-formed stunner, this time from the masters of motorsport, the mighty Speedline. Designed specifically for a huge variety of road cars, with a properly funky cross-spoke design. You will need some mahoosive arches to fill.

[www.speedlinecorse.net](http://www.speedlinecorse.net)

Sizes: 8x19, 9x19, 9x21, 10.5x21

PCD: 5x100, 5x105, 5x108, 5x112, 5x114.3, 5x120, 5x130



### Forgeline CF201, From £POA

We'd imagine that God himself is rocking a set of these on his Lotus Cortina, and that even he is shit scared of curbing 'em! With luscious carbon barrels and forged centres available in any finish, they're obviously not cheap... but, then again, if you have to ask the price...

[www.forgeline.com](http://www.forgeline.com)

Sizes: Any 20-21

PCD: Any 5-stud



### MB Design KX1, From £430 (each)

It's 'Dubs and above' with these gargantuan hoops – they only actually come in 20 and 21-inch diameters. The good news is it's not all about ze Germans for once, there are fitments for everything including Ford, Jap and Yank metal. Get yourself an arch roller.

[www.still-static.com](http://www.still-static.com)

Sizes: 8.5x20, 9, 10 and 11x21

PCDs: 5x108, 5x112, 5x114.3, 5x120, 5x127 and 5x130



7  
TWENTY



## STYLE49

MATT BRONZE/ MATT GREY/ HYPER BLACK  
17X8"/17X9"/17X10"/18X9.5"/18X10.5"  
5X120/5X114.3

CONTACT FOR MORE DETAILS AND PRICES





# - NEW DESIGNS -



**SF1**  
17" x 8"  
BLAST BRONZE & DARK MIST



**ST16**  
18" x 8.5" & 18" x 9.5"  
GUNMETAL, GLOSS BLACK & BRONZE



**ST17**  
15" x 7" - 17" x 7.5"  
GLOSS BLACK POLISHED



**ST1**  
15" x 8" - 16" x 8" - 16" x 9"  
BLACK BRONZE, SILVER & CHERRY RED



**ST2**  
18" x 8.5"/9.5" - 19" x 8.5"/10"  
BLACK BRONZE & SILVER POLISHED



**ST3**  
18" x 8.5"/9.5" - 19" x 8.5"/9.5" - 20" x 8.5"/10"  
MATT BLACK, SILVER, BLACK POLISHED LIP & GUNMETAL



**ST4**  
15" x 8"  
GOLD, BLACK, GUNMETAL & SILVER



**ST6**  
15" x 8" - 16" x 8"  
GOLD & GUNMETAL

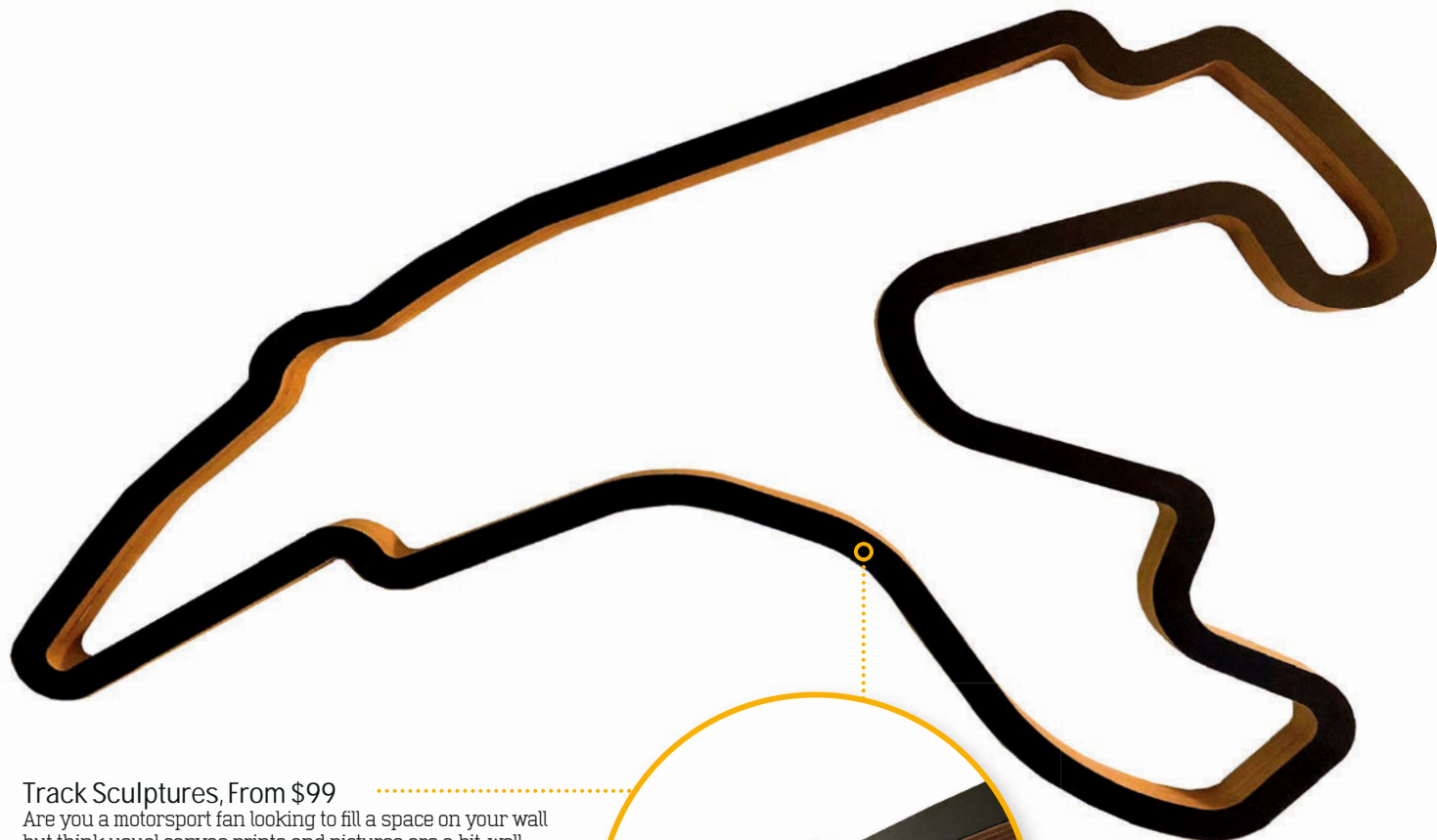


**ST7**  
15" x 8" - 16" x 8"  
BLACK BRONZE, BLACK, GOLD, SILVER,  
GUNMETAL & RED



**ST11**  
17" x 7.5" - 18" x 8.5"/9.5"  
SILVER POLISHED





## Track Sculptures, From \$99

Are you a motorsport fan looking to fill a space on your wall but think usual canvas prints and pictures are a bit, well, boring? If so, these track sculptures are for you. Linear Edge list 62 tracks from around the world, so all you have to do is pick your favourite and click buy. And if your favourite isn't listed, they'll make you a custom design.

Precisely crafted from 26 layers of elegant Baltic birch and finished in black laminate - they simply ooze style. They are available in two sizes: the small measures 46cm wide while the full size offerings come in at 91cm, making them the perfect centrepiece to any room. Hanging them is an absolute doddle as each track is supplied with 3M Command Strips. Make sure you check out their other items, too!

[www.linearedge.com](http://www.linearedge.com)



## Diamond Dust Screen Print, £3500

If you've got three and a half grand burning a hole in your back pocket, a rather large space to fill on your wall, and you're a Lewis Hamilton fan, then this stunning diamond dust screen print by the renowned Formula 1 artist Paul Oz could be for you.

Diamond dust is a natural glittering glass that is applied during the screen-printing process; the tiny flakes of glass achieve a unique diamond-like effect when reflecting light. These prints need to be seen to be appreciated.

This print is limited to just 10, so you had better get down the bank sharpish.

[www.mementoexclusives.com](http://www.mementoexclusives.com)



### Seedometer Wall Clock, from £38

These funky clocks are based on the speedometers of some of the world's greatest cars. They are designed and handmade in Somerset by artist and illustrator Chris Wadden. The range of clocks available is huge and although the majority of the designs are aimed at the classic car market, there's definitely something in there for every car fan, from Ferrari F40s (pictured) to Mk1 Escorts.

They use a precision quartz mechanism so you'll never miss an episode of the Grand Tour again, and the wooden frames measure in at approximately 24x24cm.

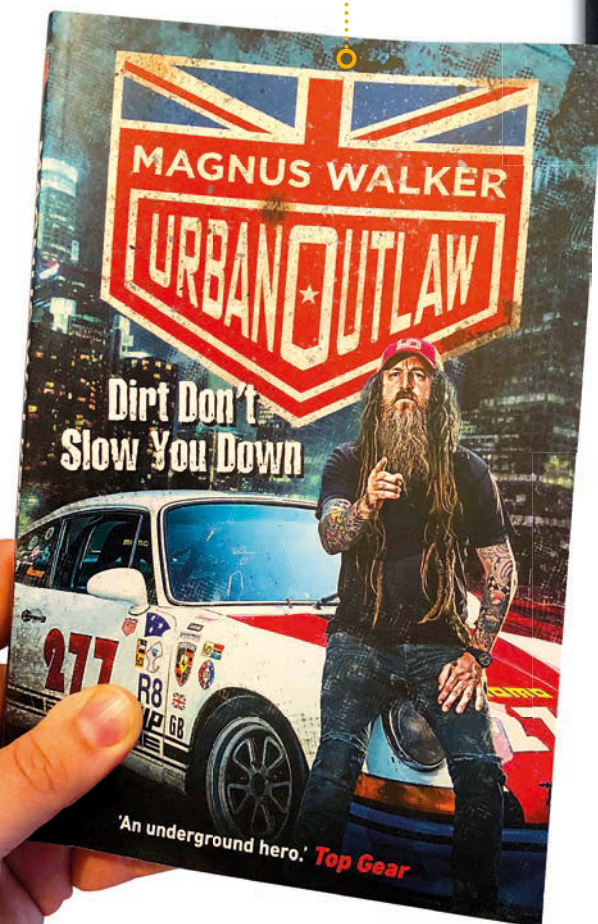
[www.chronosclocks.com](http://www.chronosclocks.com)



### Urban Outlaw by Magnus Walker, £20

We all know the name but how much do you really know about the legend that is Magnus Walker? Did you know he grew up in Sheffield, left school with just two O levels, and then bought himself a one-way ticket to America at 19? If so, you've probably already read this book. If not, you need too. Yes, this is his story and it's a bloody good one.

[www.amazon.co.uk](http://www.amazon.co.uk)



### Retro Oil Mugs, from £5.99

We all know the British Empire was built on a nice cuppa, and that the United Kingdom is one of the biggest consumers of tea in the world. So with that in mind, it makes perfect sense to enjoy the stuff in one of these awesome retro oil mugs.

There are loads of designs available, and you can either buy them by the cup or as a whole collection. Watching your Nan trying to clean off the printed on dirt is worth the price tag alone.

[www.ebay.co.uk](http://www.ebay.co.uk)





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## FEATURES

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- Smart, fast charge, and impulse trickle charge modes



New or old, it doesn't matter what you drive, one day you will go to start your car and there won't be enough juice in the battery to crank it over. You may have left your lights or stereo on overnight, you may have been working on the car and needed the ignition on, or, like many of us, it may be another project that you just haven't driven for a while (I've found that out myself this month, twice). It's just a fact of life. And, because most of us don't replace our batteries every three years like the battery companies recommend (they would say that, eh?), sooner or later it will happen to you. Let's

just call it an automotive rite of passage.

Anyway, the good news is that it's usually a simple case of the battery dipping a little too far below the 12-volts needed to start your motor. You will find it's most common at this time of year because the freezing cold weather reduces a battery's ability to hold on to a charge. That's also why, right about now, you will see about a billion different brands advertising all manner of funky chargers.

Now, I don't need to tell you they're available in all shapes and sizes, at just about every price range, and that, at some point, you'll definitely

need one to get you on the road. But how do you even begin to narrow all these down and choose just one for all your garage needs? Well, as I've bought, tested, and broken more than your average Joe over the years, I'm gonna stick my neck out and suggest taking a look at this...

**PRICE: £44.73 (LIST PRICE)**  
[www.silverlinetools.com](http://www.silverlinetools.com)



## Midge's Verdict

It's obvious that this is more like the hardcore chargers you will find in a professional garage than the home-use jobs you buy at the local accessory store to get you out of a hole... even though the price is pretty much the same. Come to think of it, scratch that, it's actually far cheaper than many DIY chargers, so, the real question is: how come?

Well, it's unusual nowadays but I think Silverline have been clever making this a no frills workshop item. Like all the best tools it's got everything needed to do the job quickly but doesn't go over the top with go-faster stripes and the like. Yes, it appears to be a little industrial-looking, possibly even a bit old skool, compared to some of the flashy kit on the market, but don't let that fool you into thinking it's not just as clever as any other automatic, microprocessor-controlled unit. In fact, there's many 'smart chargers' out there that look the part (you see them modelled after the latest smartphones or power packs), but too often these can be a simple case of style over substance. Besides, they simply won't have the sheer grunt this can provide, let alone the starting power. And you'll have trouble breaking or wearing this one out quite so easily.

The point is, it's good quality, and that makes it tough enough to stand up to use day-in and day-out without any problems. Just look at the big copper power leads; there's no silly little crocodile clips here, and it's got a massive 80-amp fuse, too. What they've engineered is a tool that's built to deliver; it's a simple as that.

To be fair, unless storage is a particular problem, or you're some sort of gadget freak that's more concerned about how it looks on the garage shelf than functionality, I couldn't imagine why you'd buy anything else.

**In a nutshell: A professional-quality item for practically peanuts.**

## The Product

The first thing you will notice here is that this Silverline job is a rather hefty bit of kit. For once, though, weighing in at around 7kg and being entirely clad in powder coated steel is a good thing. It simply lets you know straight away that it's solid enough to stand up to plenty of workshop abuse. In fact, this one's such a lump, I wouldn't be surprised if you'd be tempted to use the bugger as an axle stand too! (Er, but don't, obviously.)

The business end of any charger is the transformer circuit and, like all the most up-to-date items out there, this one is microprocessor controlled.

It'll breathe life into all the main types of vehicle battery (AGM, Lead Acid and Gel) along with deep-cycle audio batteries, leisure batteries, and even the 6-volters used in lawnmowers and various industrial equipment. It'll also let you know the battery percentage and voltage on the large, easy-to-read display.

There are normal and fast charging options as you'd expect, but it's nice to see they've included some valuable extras like a trickle charge mode for more long-term use, and even a circuit that'll test effectiveness of your alternator. The trump card here, though, is this unit can also be used as a jump-starter with a whopping 75-amp kick. That means if you haven't got time to charge your battery all the way, you can still fire it up and get yourself to work. The truth is that this one really offers the lot.



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# POWER HUNGRY ENGINES

*We take a look at the most tunable power-loving engines in the world*



## BMW N54

It might be a bold statement, but we're going to say it anyway: this engine is going to be the new 2JZ. What we mean by this is the N54 is also a hugely tunable 3ltr inline six cylinder turbo engine.

Found most commonly in the BMW 135i and 335i, even mild upgrades give huge gains, and with big single turbo conversions people have managed well over 700bhp on standard internals. And with forged internals, there's no doubt four figure power numbers will be seen regularly in the future.

### Top 3 mods

**Remap:** Even a basic remap on an otherwise standard car has been known to add 70bhp!

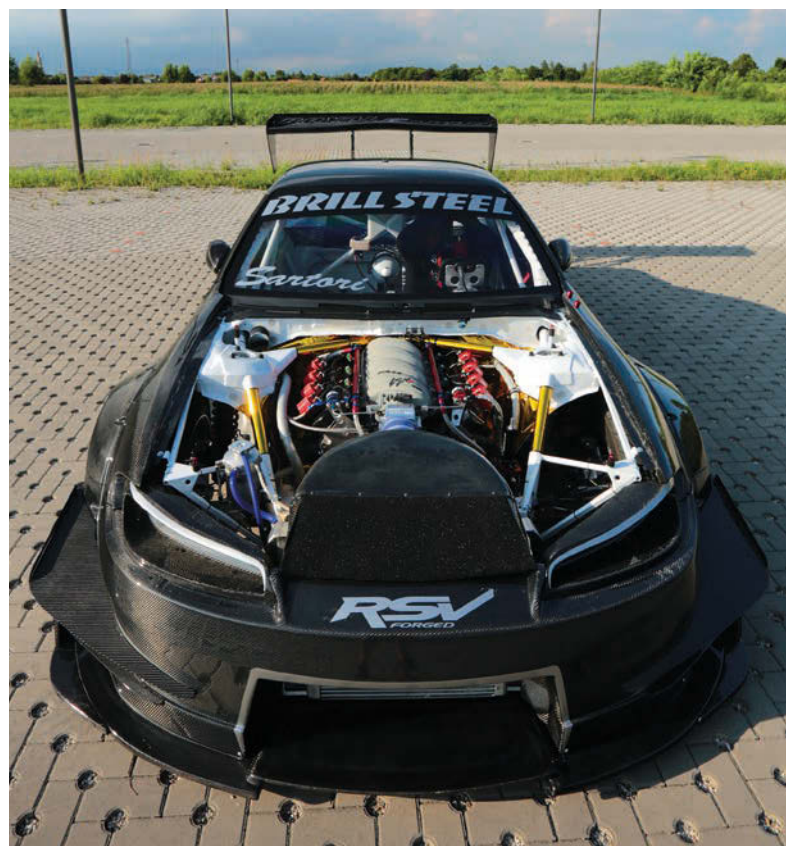
**3in downpipes:** Downpipes make a huge difference to any turbo engine, and it really uncorks the N54.

**Single turbo conversion:** It's not a cheap or basic mod, but the ease of which these engines double their power once the tiny twin turbos are replaced with a big single is the reason they're such awesome engines.

### Contacts

**JB4** [www.jb4shop.co.uk](http://www.jb4shop.co.uk)

**ML Performance** [www.mlperformance.co.uk](http://www.mlperformance.co.uk)



## GM LS series

Everyone's heard of LS V8 engines – they're the most engine swapped motor on the planet these days, and for good reason too; they're great! Fairly light, compact, and an easy painless way to get big power. When you can buy brand new crate engines direct from General Motors making up to 770bhp, it's never been easier.

Of course, though, the tuning scene is huge, and some of the best are actually the smallest and cheapest versions: the 4.8 and 5.3 litre lumps normally found in trucks. These engines are insanely strong, and with very minor modifications and a serious amount of turbocharging, they've been known to make well over 1000bhp on standard internals. This is despite costing around £250 from junkyards in the USA!

### Top 3 mods

**Performance camshaft:** These engines come alive with a good cam, some adding over 100bhp!

**Supercharger conversion:** Plenty of full bolt-on kits out there that instantly gives you another 200bhp. Easy power!

**4.8/5.3 'Junkyard turbo':** One of the big things for street and drag cars alike in recent years. Hypercar-destroying power for peanuts? Yes, it's possible and even common in the USA with these.

### Contacts

**DynoTorque** [www.dynotorque.co.uk](http://www.dynotorque.co.uk)

**Wortec** [www.wortec.co.uk](http://www.wortec.co.uk)

## VAG 2.0T TFSI

Engine technology has certainly moved on in recent years, and the 2.0T TFSI engine is a great example of this. Yes, it's very tunable for big power, but so are a lot of other older 2ltr turbo engines. But thanks to a mix of modern technology and VAG generally building a damn good engine, a well tuned TFSI lump can not only push out serious amounts of power, but still drive pretty much like a standard, daily driven, modern car.

Complex electronics mean it's no easy task swapping these into older vehicles, but if you want a quite heavily tuned car that you can rely on daily and have all the modern refinements, a TFSI is a good shout.

### Top 3 mods

**Remap:** A simple remap takes these to over 300lb/ft torque, and the K04 turbo versions can make over 300bhp, too. Fun times.

**Hybrid turbo:** The fact you can go to almost 500bhp with a direct swap hybrid turbo is a big advantage for the TFSI lump, when you want a car that looks and behaves almost standard, just WAY faster.

**Eight injectors:** The direct injection setup can cope up to 500bhp, but then there's not really any bigger ones available. No problem, though! There are kits to add another four conventional injectors, allowing as much power as you dare!

### Contacts

**R-Tech** [www.r-techperformance.co.uk](http://www.r-techperformance.co.uk)

**APR** [www.goapr.co.uk](http://www.goapr.co.uk)







### Honda F & K series

Yes, we know this is cheating as it's two engines – but both are too good not to be mentioned, and too similar to both sit in the top 10! First up, the S2000 F-series engine needs mentioning, as while it's not as common to tune as the FWD-based K-series, it's incredibly strong as standard. So strong, in fact, it's pretty much unheard of for people to bother uprating the internals when turbocharging them, unless going to well over the 700bhp mark!

The K-Series, which most of us know from the EP and FN2 Civic Type-Rs, is not as strong internally as standard, but as a base for insane power – be it normally aspirated, supercharged, or turbocharged – it's incredible, both in the amount of parts available and the results you can achieve.

#### Top 3 mods

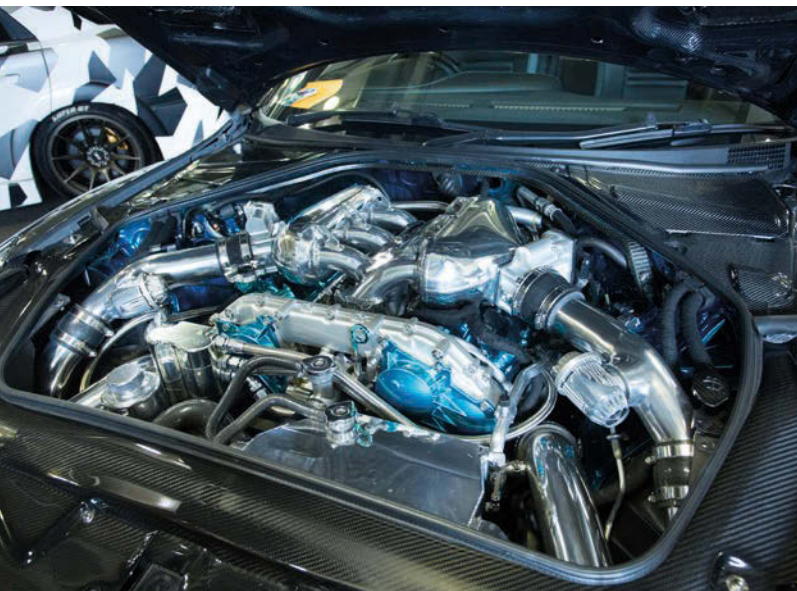
**Boost:** Any engine that makes good power naturally aspirated makes incredible power with a little boost, and these engines are perfect examples of that. Countless kits are available to suit all cars and needs.

**K24 block:** It may be a big revver, but the K20s performance is all at high rpm. One solution is the 2.4ltr K24 block, which can even be stroked to 2.6ltr, while still revving super high, giving impressive low down grunt.

#### Contacts

**TDI North** [www.tdi-north.com](http://www.tdi-north.com)

**CPL Tuning** [www.cpl racing.co.uk](http://www.cpl racing.co.uk)



### VAG 1.8T

Found in almost any remotely sporty VAG vehicle from the late '90s to mid '00s, the 1.8T with its twenty valves and tiny little turbo isn't actually that great when standard, but has incredible potential.

The engine's weak point is the fact the rods aren't very strong, meaning around 300bhp is considered the maximum safe limit on standard internals, despite the standard pistons proven to cope with 500bhp!

Thankfully, these engines are incredibly low-cost to buy, tuning parts are super cheap, and they're easy to swap into other cars too. So if you want to build a big power turbo 4cyl car, the 1.8T is one of the best value engines to base it on.

#### Top 3 mods

**K300 turbo:** A hugely popular hybrid turbo for the 1.8T. Well proven to allow, along with supporting mods of course, 300bhp and similar torque on standard internals.

**Up-rated conrods:** Relatively inexpensive, and removes the main weak point of the 1.8T lump.

**Front mount intercooler:** No matter what your state of tune, even if you have a TT/S3 with the twin standard intercoolers, they're pretty crap and you'll benefit from a nice, big front mount cooler.

#### Contacts

**Badger5** [www.badger5.biz](http://www.badger5.biz)

**BeachBuggyTurbo** [www.beachbuggyturbo.co.uk](http://www.beachbuggyturbo.co.uk)



### Nissan VR38DETT

This is the 3.8ltr twin turbo V6 from the Nissan GT-R. It's hard to imagine now, but when it first came out most predicted it would be nowhere near as tunable as the RB26 engine from the previous GT-R models. It's fair to say they were wrong, and numbers have gone as high as 3000bhp already!

Bearing in mind even a 650bhp GT-R is a genuine supercar, and this can be achieved even with the standard turbos! Cheap they are not, but it's without doubt one of the best engines to tune that's ever been made.

#### Top 3 mods

**Full exhaust system:** Not only do they sound great, but increase power at every point in the rev range, and are vital with further tuning.

**1100cc injectors:** Around twice the size of the standard ones, and not expensive to buy either. Must be fitted along with a suitable ECU map, though...

**'Stage 4' remap:** The full exhaust and bigger injectors, usually with some bigger air filters too, combined with what most call a Stage 4 map, brings an early 480bhp model up to around 650bhp.

#### Contacts

**Litchfield** [www.litchfieldmotors.com](http://www.litchfieldmotors.com)

**Severn Valley Motorsport** [www.severnvalleymotorsport.co.uk](http://www.severnvalleymotorsport.co.uk)



# STAVTECH: POWER HUNGRY ENGINES

## Close, but not quite!

Deciding the Top Ten was incredibly difficult, so much so that an extra ten needed mentioning, too. But deciding which ones to include wasn't any easier. So, here's ten more we just couldn't do this feature without...



**Audi Inline 5** Both the original 5cyl '80s rally legend and the modern 5cyl from the TTRS and RS3 are great sounding and incredibly tunable engines, with over 1000bhp capable from both if your wallet can take it! Their relative scarcity is about the only reason they didn't make it in to the top ten.



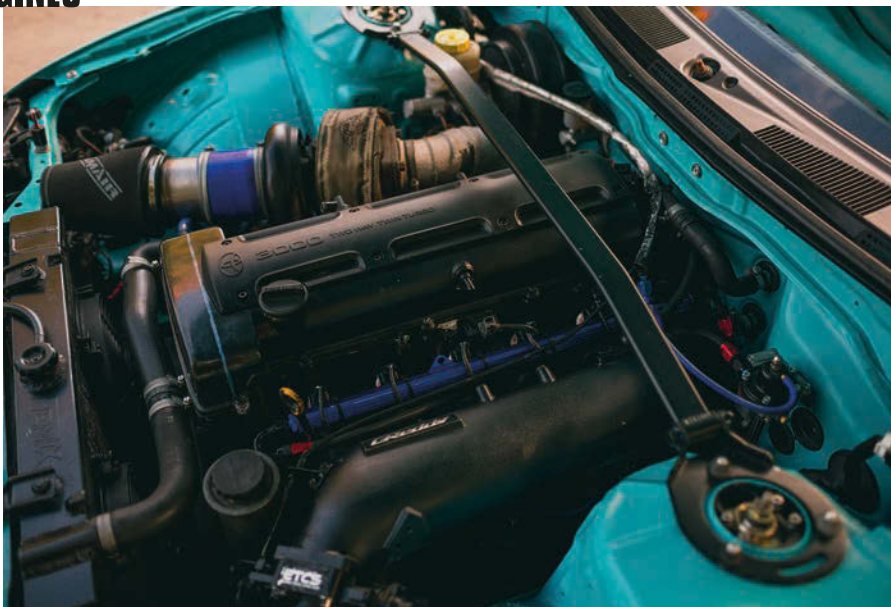
**Ford YB Cosworth** One of the greatest production four cylinder turbo engines ever, and despite being over 30-years old, it's still one of the greats. Cosworths are now considered classic cars, though, so prices are high, keeping them out of the top ten.



**Toyota 1UZ** Considering it's over 25-years old, most have only just realised how tunable this engine is! A lightweight 4ltr V8 that was originally designed as a race engine, so it's incredibly strong. Over 400bhp and 10,000rpm has been achieved naturally aspirated, and over 1200bhp is possible when turbocharged!

**Big Block Chevy** Not something 99% of us will ever have, but for REALLY insane power, accept no substitute. We've all seen Street Outlaws and the countless 2000bhp+ turbo, supercharged, and nitrous V8s in the USA. Well, the vast majority of those engines are based on the Big Block Chevy lump!

**VAG 1.9TDI** The engine that started the diesel tuning scene in the UK. It's capable of over 350bhp and well over 400bhp with nitrous. Pretty incredible for an 8 valve diesel!



### Toyota 2JZGE

No feature on the most tunable engines would be complete without the legendary 2JZ. Despite being over 25-years old, never designed with motorsport in mind, and making around 330bhp as standard, Toyota made it ridiculously strong and capable. This 3ltr engine known to make over 1000bhp on standard internals when pushed hard, and well over double that – yes, over 2000bhp – has proven possible. The parts range out there is incredible, too. The standard block is 'only' strong enough for around 2000bhp, but, no problem, billet ones are available that can handle more power than you can ever dream of!

#### Top 3 mods

**Single turbo conversion:** This is what makes the 2JZ come alive. The standard twin turbos are complex and hold power back to pretty tame levels, but a single swap simplifies things while adding serious grunt!

**Aftermarket ECU:** To really make the most of the cars potential, the standard ECU can't be modified to any worthwhile level, but thankfully there's plenty out there that can control even the wildest 2J!

**Precision 6870 turbo:** This turbo and a 2JZ is like a match made in heaven. Capable of over 900bhp and with super fast spool. Proven capable of making as much power as a standard 2J by barely over 3000rpm, but also making almost three times as much by 6500rpm!

#### Contacts

**SRD Tuning** [www.srdtuning.com](http://www.srdtuning.com)

**Garage Whifbitz** [www.garagewhifbitz.co.uk](http://www.garagewhifbitz.co.uk)



### Mitsubishi 4G63

As four cylinder turbo production engines go, this is arguably the best. Designed from the start for rallying in the Mitsubishi Lancer Evolution series of cars, it not only dominated there for many years, but has kicked ass in almost every form of motorsport it's been used in. From some of the world's fastest Time Attack cars, to Evos doing over 220mph in the standing mile, to running 7sec quarter miles, the 4G63 has done it all. Over 2000bhp and over 13000rpm is possible from this engine, which is incredible to say the least, and the amount of tuning parts available for them gives you no end of options.

#### Top 3 mods

**Forced Performance turbo:** Forced Performance in the USA do a wide range of standard looking direct swap turbos for the 4G63 that make huge power. 550bhp but almost standard spool? No problem. 800bhp from a standard looking turbo? Also, no problem.

**Norris Designs Twincharger conversion:** How about a giant turbo AND a supercharger? Yes, it can be done, giving you the potential to have a lag free 1000bhp+!

**Billet block:** Do you want to run 80psi boost? Well some Evos do, thanks to the unbreakable billet blocks that are available if you've got a big enough wallet to pay for it.

#### Contacts

**Norris Designs** [www.norrisdesigns.com](http://www.norrisdesigns.com)

**Indigo GT** [www.indigo-gt.com](http://www.indigo-gt.com)





### Mercedes OM606

Just like Toyota did with the 2JZ, Mercedes released a 3ltr 24 valve twin cam inline 6 turbo engine in the early '90s, but theirs was a diesel! The Mercedes OM606 is a freak in diesel terms: insanely strong and tunable – some making over 800bhp – but when tuned well, they rev and even sound like a petrol, with some being revved to over 7000rpm! The 'Super Turbo Diesel' tuning scene evolved around these crazy engines, and there are tuners and parts suppliers both in the UK and Europe who specialise in making these engines perform nothing like you'd ever expect a diesel to!

#### Top 3 mods

**Mechanical fuel pump conversion:** While the standard electronic fuel injection is more refined and economical, for tuning and big power, a mechanical pump conversion is the way every big power OM606 goes.

**Big turbo conversion:** The tiny standard turbo is made to give maximum low rpm grunt, but can't make big power or allow the engine to rev, so something more substantial is a must when tuning these.

**Lag reduction:** While these engines are monsters once you add a big turbo, big turbos mean lag, and a diesel without low rpm grunt can feel a bit odd. Luckily, quick spool valves, twin scroll manifolds, nitrous, and even twincharged setups using a supercharger and a turbo can solve that problem!

#### Contacts

**Diesel Pump UK** [www.dieselpumpuk.com](http://www.dieselpumpuk.com)

**Black Smoke Racing** [www.blacksmokeracing.com](http://www.blacksmokeracing.com)



### Mazda 13B Turbo

The tiny Mazda rotary is without doubt one of the most tunable engines on the planet. In fact, a great many of the fastest non-V8 drag cars on the planet are rotary powered, which says it all really when it comes to tuning.

There's no doubt they're temperamental and need specialist tuning and care. Going in all guns blazing without knowing exactly what you're doing will quickly end in tears, but done correctly and from a performance point of view, they're one of the best engines ever made.

Light, compact, high revving, and able to create over 1000bhp from the 1308cc engine, it's impossible not to mention it as one of the top ten tunable engines.

#### Top 3 mods

**Aftermarket ECU:** There's very little you can do with the standard engine management, but there's plenty of upgrades out there that will allow you to tune to any level you want.

**Single turbo conversion:** FD RX-7s come with a complex twin turbo setup as standard, but for serious tuning it's time to simplify things and go for a big single.

**Water/Meth injection:** Detonation is the number one killer of tuned rotary engines, and a great way to help prevent it is with a water/methanol injection kit.

#### Contacts

**Dragon Performance** [www.dragonperformance.co.uk](http://www.dragonperformance.co.uk)

**Rotary Motion** [www.rotarymotion.net](http://www.rotarymotion.net)



**Nissan RB26DETT** A Legendary engine from the Skyline GT-R series of cars. Well proven at over 1400bhp in some of the wildest applications. But still overshadowed by the Toyota 2JZ, so it didn't quite make the top ten.

**Offenhauser 4cyl** Never heard of this one? Well, it's a 4cyl twin cam 16 valve that first appeared in 1930, but it turned out to be so tunable and strong it was used in race cars right up until the 1980s! They were made as big as 4.4ltr, huge for a 4cyl, but in 2.6ltr form they were turbocharged and used in IndyCar racing, making over 1000bhp at 3-bar boost!



**VW VR6/R32** While it's nothing outstanding when naturally aspirated, the slightly oddball VW 6cyl engine series, most famously found in the Golf VR6 and R32, are pretty incredible when turbocharged. Well over 1000bhp has been proven, and turbo VR6 Golfs have even hit over 200mph within the standing mile!



**Ford Duratec** While you don't see them making the big headline BHP numbers Honda lumps do, the Ford Duratec engine can be tuned to not only make huge power, but do so over full race distances. Naturally aspirated you see 2ltr Duratecs over 300bhp and 9500rpm in rally cars, and when turbocharged pushing 550bhp+ in rallycross.

**VAG 2.0TDI** The second of the VAG turbo diesels to almost make it, Darkside Developments have managed over 500bhp from both the CR and PD versions of these engines, which is incredible for a 2ltr diesel! The only reason it doesn't make it is while you can get incredible power from them, you still get no end of people complaining about their reliability problems!



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# ***bola***

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-  
gloss gunmetal  
satin black



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gloss black  
gloss bronze  
white



**b15**

7.5x17  
8.5x18  
8.5x19  
9.5x19  
-  
gloss gunmetal  
gloss black  
candy red  
satin gunmetal  
satin black



**b16**

8.0x18  
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9.5x19  
-  
gloss gunmetal  
satin bronze  
hyper silver  
satin black



**b25**

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# UNDER MY SKIN

*Just like his body art, talented tattoo-artist Danny Birch's slammed R32 Golf is set to stay in his life for the long-term. So regardless of what it took, it had to be absolutely perfect...*









"I knew it had to be that colour as soon as I saw the car. The more-doors thing really appealed too"



**Y**ou shouldn't need us to tell you that it's worth putting at least a little bit of thought in before committing to getting a tattoo. Because having some self-restraint and a well-thought-out plan can make all the difference between getting a tasteful swallow on your arm and having the McDonald's logo stamped on your derriere in Ayia Napa during a lad's holiday. We know which one we'd rather live with for the rest of our days.

If you're really serious about modifying your car and plan to reap the benefits of your hard work for several years to come, you could do a lot worse than applying this theory to your next project car, too. It's probably little surprise to hear this is exactly how London-based tattoo artist Danny approached the building of his beautiful Mk5 Golf R32 here. Carrying his patient, considerate work ethic over and gradually developing an extremely personal ride that'll be in his life for many years to come.

This isn't a new addition to Danny's driveway. In fact, it was only his second car when he bought it several years ago, but even the process of finding the right example took its time, thanks to the strict standards he'd set himself.

"I looked at least three others before finding this one," he reveals. "I checked out one three hours away in Leeds, but wasn't happy with the condition, so drove home feeling gutted and disheartened."

Luckily, as is the case in many parts of this incredible story, Danny's patience paid off in the form of this deep blue example of VW's hot hatch. It really was a case of love at first sight for the car's new owner here when he clapped eyes on it.

"I knew it had to be that colour as soon as I saw this car, and the more-doors thing really appealed to me too as it was a little different". Some digging revealed this VR6-powered pocket rocket was an ex-JVC demo car, meaning all the speakers inside had been upgraded to the firm's range-topping units – a big bonus for a car that'd serve as Danny's daily driver for the next four years.

"I wasn't too impressed with the condition of the bodywork. But it served me well as a daily, and I eventually got the bumpers, roof, bonnet and wings re-sprayed in the standard hue when things got more serious," Danny continues, explaining how his relentless hunt for perfection began when the project was stepped up a notch a few years into ownership. Because after

a bit of dabbling with basic modifications, he employed Car Audio Security in nearby Hayes to get the car rolling on air suspension, giving him far more options in the stance department and marking the start of the car's big transformation.

Setting off the new adjustable ride height, Danny treated himself to some rare Bentley rims, which looked the business when the Golf was aired out, while also flipping some

*Classic BBS rims FTW*







## DRIVING ME CRAZY

It hasn't taken much for that fiery 3.2-litre VR6 powerplant up front to look the business. The guys at VRT used the likes of a hefty Forge air intake, an Audi R8 oil cap, and blue coil packs to ensure this big ol' engine matches the extremely high standards found elsewhere. Packing way over 250bhp to all four wheels, Danny still loves taking his pride and joy for a weekend blast when he gets the chance, revealing he reckons it drives even better than standard now it's on a top-notch air suspension system.



*3.2-litre VR6 + Forge Motorsport induction kit = more noise*





*Gloss-black body extensions make the car look even more planted*



of the exterior body panels from gloss black to carbon fibre for that premium motorsport aesthetic. This was around the time he began showing off his ongoing project at local car meets and shows, admitting he soon fell in love with the car-show vibe and the chance to make like-minded mates across the scene.

As this was no longer his daily driver, Danny reckoned he could now get away with getting a full boot build installed to really tie everything together, once again heading to Car Audio Security to mull this idea over with the lads there.

"I drew up the design I had in my head on a piece of paper," he explains – using a tactic he often does in his day job. "The

guys totally exceeded all my expectations when replicating it in real life, though!"

Comprising two large carbon-fibre air tanks for the suspension system that're finished with Alcantara covers, along with those chrome compressors and a Rockford Fosgate sub also proudly on display, the boot is now an extremely classy and restrained feast for the eyes – more than a match for the car's sumptuous standard interior which features those sought-after 'Wingback' Recaros up front.

The next stop for the ever-escalating machine was Slough-based VRT – a VW specialist that ramped up the performance of this hatch with the likes of new drilled brake discs, a full Milltek exhaust system,

as well as a complete overhaul of the under-bonnet affairs. It was clear Danny was taking no prisoners by this stage and wanted every square inch of the car to be treated with the same high level of attention-to-detail that was starting to ooze from every pore.

Having gone through no less than three colour schemes on his aforementioned Bentley hoops, one area that was starting to fall behind the rest of the stunning build was the choice of rimmage adorning each corner, with Danny hoping to utilise the help of his new-found car pals to sort this predicament out.

"A guy I met through the scene had this lovely set of BBS RSs that I wanted as soon as I saw them up close," he confesses. "I told him to tell me if he was ever selling up, and one year later he did just that! I didn't know if they'd fit my car, but snapped them up straight away – I just had to have them."

Sadly, this slightly irrational purchase wasn't as plain-sailing as planned, with all 32 bolts on the inner lips of each rim





“I didn’t even know if  
the BBS RSs would  
fit my car. I just had  
to have them”





snagging the bigger brakes found on his sporty R32 variant.

"I genuinely thought about selling them, but couldn't bring myself to do it – I'd only just got them! So instead, I took a Dremel to the ends of the bolts to try and make them clear the brakes."

Along with some small spacers and three months' worth of fettling camber settings, Danny's now got these beauties fitting to perfection, complete with their triple-step staggered lips these wheels are to-die-for to any self-respecting stance aficionado.

The modest blue-and-black bodywork has been finished off with one of the most subtle yet effective touches on the car in the form of Triple R Composites' Low Line Kit – a set of gloss black body extensions which sit under the bumpers and side skirts and

succeed in making the whole car look even more planted from every angle. The kit came as a gift from Danny's other half Charlotte, and certainly beats receiving another pair of novelty socks!

Dodging the more drastic mods such as spraying his car in an eye-searing shade of pink or riveting on two-foot arch extensions might just be the reason that Danny's managed to stay in love with his Golf for such a large amount of time.

Seeing what people want inked onto their bodies for the rest of their life on a daily basis has helped him build up the vision needed to produce a timeless project car that's sure to look just as sharp in 2030 as it does now. Be prepared to see Danny and his stunning Golf around for a fair few more years yet! 📷

*Top tat indeed*



## TECH SPEC: VW GOLF R32

### STYLING

Factory Deep Blue Pearl paint; carbon fibre front grille, headlight eyebrows, rear diffuser and wing mirrors; Triple R Composites Low Line Kit (comprising gloss black front splitter, side skirt splitters and rear spats).

### TUNING

3.2-litre VR6 engine; Forge Motorsport induction kit; full Milltek stainless steel exhaust system; Audi R8 oil cap; Porsche coolant cap; blue coil pack.

### TRANSMISSION

Factory 6-speed DSG semi-automatic twin-clutch gearbox and Haldex four-wheel drive system.

### CHASSIS

9x18in (front) and 9.5x18in (rear) BBS RS split rims with American-built triple-step lips; 205/40x18 Nankang tyres; Air Lift Performance adjustable air suspension system; V2 management; R32 brakes with drilled and grooved discs.

### INTERIOR

R32 Recaro 'Wingback' bucket seats; full boot install featuring Alcantara-covered twin carbon fibre air tanks, twin compressors and Rockford Fosgate P3 sub-woofer; Kenwood 8160 touch-screen headunit.

### THANKS

Car Audio Security for fitting the air ride, custom boot build sound system and alarm; VRT in Slough for all mechanical, engine detailing and maintenance work; Tommy and Dale from Meguiar's for the detailing kits and helping to keep that gloss shine on the car throughout the year.





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# TOP 10 AFFORDABLE SUPERCHARGED CARS



**W**e love a turbo here at Fast Car, that's no secret. The mischief of bolting what is effectively a metal sculpture of a cartoon snail onto your exhaust manifold, to make your car faster and angrier, really does the business for us. But this month we've decided to make some time for the turbo's partner-in-crime in the forced induction world: the supercharger. This magical little box, mechanically driven by a belt or chain from your engine's crankshaft, effectively exists to suck in air, compress it, then force it through the intake manifold. Net result? Loads more horsepower. There are various different kinds (roots, twin-screw, centrifugal and so on) but they all exist to do the same job: suck hard, squish, then blow, with this process feeding into the initial stage of your motor's own suck-squeeze-bang-blow cycle. See? Simple. Shove in more air, add a bit more fuel, and you've got more

power, combined with a hilarious whining noise.

Some people are weirdly averse to blowers, seeing them as needlessly parasitic as they draw their power from the crank. Although we'd counter that as a load of old toffee – superchargers are awesome, and that's a fact.

Now, we've gone with the notion of 'affordable supercharged cars' here, but we happily acknowledge that there's quite a lot of you reading this and you're all individuals. Some people have larger overdrafts than others. To one reader, the definition of 'affordable' is about £500, to another it might be £5,000, or £50,000. So what we're looking at here, then, is a round-up of supercharged rides that have weathered a decent amount of depreciation and are now available at prices that won't make you gasp. Quirky little toys that make entertaining dragster noises when you put your foot down.



## MINI Cooper S

The original new MINI (if that's not too complicated a way of putting it) has become a bit of a modern classic – the generation built from 2000-06 is a perky, retro-styled thing with an eager chassis and driver involvement in spades. Sure, you'll get boring old farts saying 'Oh, it's not a proper Mini, look how big it is,' but those people can sod off, to be honest. The world's moved on, keep up.

The Cooper S was the one to have, as it took the cheekiness of the Cooper and added forced induction. And while the second-gen (2006-13) ones were turbocharged, the early Cooper S came equipped with a compact little supercharger, boosting the Brazilian-built Tritec 1.6 to a fruity 168bhp. 0-62mph happens in a smidge over seven seconds.

You can pick up a decent R53 Cooper S for about £3,000, which is a whole lot of hot hatch thrills for the money. And if you fancy splashing out a grand or so more, you can find the Cooper S Works, which has 197bhp as well as being a bit lighter.

**TOP THREE MODS:** 15% reduction supercharger pulley, front-mount intercooler, decent tyres (the supercharger meant the battery was relocated to the boot, so there was no spare and the car came with run-flats)



**NOW £3000**



## Jaguar XKR

There's a reason why ageing Jags appear to be such good value: if they go wrong, you'll have to sell a variety of organs to pay for the repairs and you'll end up having to live in the car. But hey, you've got to roll the dice sometimes, haven't you? If you buy a good one, you'll find yourself shimmering about in plushness and improbable luxury... and if you buy one with a blower, you'll have oodles of horsepower to muck about with, too.

The X100-generation XKR, built from 1996-2006, seems like a pretty solid bet to us. The XK8 started off with 4.0-litre V8s, and it was the addition of the supercharger that turned the model into the snarling XKR; this was later upgraded to 4.2-litres from 2003. The car shared its platform with the Aston Martin DB7 (so you can tell your mates down the pub that you drive an Aston, kinda), and the early cars boasted 370bhp and 380lb.ft. Pretty brutal when you consider that you can buy your way into the club for about £6,000. The 390bhp 4.2 starts at around £10k, although we'd go for the earlier car and spend the remainder on fuel... which'd probably last about ten minutes.

**TOP THREE MODS:** QuickSilver exhaust, H&R springs, massive cigar



**NOW £6000**



**390BHP**



## TOP 10: AFFORDABLE SUPERCHARGED CARS

TWIN-CHARGED

### Volkswagen Golf 1.4 TSI GT

Don't be put off by the 1.4 bit. This motor may be small, but it's mighty. Why? Because it harnesses the terrifying fury of twin-charging.

This is a technology that old skool rally nerds will recognise from the Group B era: when the idea of running engines that had both turbos and superchargers was really put through its paces. Similar principle to a sequential turbo setup really, except in this instance the supercharger's there to feed in the immediate boost at low revs, and by the time that's running out of puff, the turbo's had time to spool up and is ready to take over. It's also needlessly complicated, which is something we enjoy in any car. Who wants to do things the easy way?

So while the GTI might be the obvious choice if you're looking at a Mk6 Golf, don't discount the 1.4 GT – it has 160bhp and, combined with the DSG transmission, that twin-charged powerplant can properly hustle. It'll hit 60 in eight seconds, but if you're being sensible it can also hit 47mpg. (Not that we care about mpg but, y'know.) £4,000 gets you into a supercharged Golf, and they'll throw in the turbo for free.

**TOP THREE MODS:** Remap, sport cat, overdrive pulley



NOW £2000

### Mercedes SLK 230

It's kinda hard to believe that the original R170-series SLK is over 20 years old now, but this is very good news for people who want solid little roadsters for cheap. Particularly if you like superchargers.

There are certain people who will always say that cars like the SLK, MX-5, TT and so on are reserved for the hairdressing profession (dunno where that comes from; my barber drives a Monaro VXR), but these cynics are missing out. Take a look at the SLK 230, for example: this comes bristling with a supercharged 2.3-litre engine offering 190bhp, which is more than enough to be entertaining. This is the car that debuted M-B's innovative Vario-Roof – a nifty little retractable hardtop that works electrohydraulically (somehow, possibly by dropping a toaster into a little bucket of water or something) – and if you buy a good one it'll be brilliantly reliable. They do tend to rust pretty enthusiastically, but at around £2,000 who's complaining?

Of course, if you fancy going completely mental, the SLK32 AMG is also supercharged... it has a 3.2-litre V6 and 350bhp. But it's also about six times the price.

**TOP THREE MODS:** Induction kit, pulley kit, MAF relocation (to reduce lag)



### Toyota MR2

Alright, we might have missed the boat on this one. The first-gen (W10) MR2s have passed through cheap throwawayness and into sought-after classic territory – so if you want to buy a supercharged MR2, you'll have to be prepared to pay out. Imports seem to start at about the £8,000 mark. It's not actually too horrendous though, is it? Compare it to its contemporary hot hatches, the 205 GTIs and RS Turbos of the era, and it starts to look positively good value, don't you think?

But hold up, let's rewind... they made a supercharged Mk1 MR2?! Yes, indeed they did. It featured a specced-up version of the iconic 4A-GE motor (yep, the rasping twin-cam you'd find in an AE86 Corolla) with a roots-type blower bolted on to turn it into a 4A-GZE. It had a lowered compression ratio and a Denso intercooler, and it produced 145bhp which, in a car this tiny, meant 0-62mph in 6.5 seconds. Also, bizarrely, the supercharger was driven by an electromagnetic clutch which meant that it was only operating when you really booted the throttle – how clever is that?

**TOP THREE MODS:** Pastel-coloured suit with sleeves rolled up, false moustache, synth music

## APPRECIATING CLASSIC





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### Audi S5

Audi have worked through so many minute model niches it's hard to keep up. The S5, the sporty version of the A5, is basically a 2-door coupé version of the A4, which is also available as a convertible, and you can have it in Sportback guise which has more doors, but somehow isn't an A4. Even more confusingly, the early coupés were sold with a 4.2-litre V8, while the cabrio and Sportback had a supercharged TFSI 3.0-litre V6, and then later coupés got the blown six, and... ah, let's not get bogged down in the details. The point of it is this: the S5 is a very pretty thing, spectacularly well-equipped, has the fabled Quattro system, and will give you well north of 300bhp from that 'charged bent-six. You can pick one up for about £15k now. Just make sure you don't accidentally buy the diesel version. It's all very confusing.

**TOP THREE MODS:** Revo map, Forge chargecooler, Armytrix exhaust

**0-62 IN 4.4-SECONDS**



### Lotus Elise SC

Arguably no Lotus needs a supercharger, if it's to remain true to Colin Chapman's original and iconic ethos of 'simplify, and add lightness'. But what is 'need', really? Sure, bolting on a blower is, by its very nature, going to make things under the engine lid heavier and more complicated, but the gains speak for themselves.

The Elise has always been about poise and agility, taking a humble engine and extracting every micron of juice out of it to feed into a sublime chassis. The early ones had Rover K-Series engines, for goodness' sake, like the one your gran had in her Metro.

But around ten years ago, Lotus decided to strap a Magnusson M45 Roots-type supercharger to the Elise's motor, which by this point was a Toyota 2ZZ twin-cam. The result? 217bhp, which sounds okay, and a 0-62mph time of 4.4 seconds, which sounds quite a lot more than okay. And it doesn't have an intercooler, so you can bolt one on (in your face Chapman, we love weight and complexity) for even more mayhem. You can get one of these SCs for about £19k now – which sounds a lot, but it's cheaper than a new Fiesta ST...

**TOP THREE MODS:** Intercooler conversion, 'Touring Pack' seats and air-con, Nitron shocks

### Skoda Fabia vRS

Okay, we're cheating a bit here. You know that Golf we were talking about earlier? Yeah, it's got the same engine as this Fabia – the twin-charged 1.4 TSI... But the Fabia's worthy of a mention, given how the character of the model has so exponentially changed. The original Fabia vRS arrived in 2003, a hot hatch with a diesel engine... mocked initially for using the wrong fuel, but immediately forgiven for its sublime chassis. And what really made it tick was the torque – oodles and oodles of it, effectively reframing what people thought they knew about hot hatches.

Some derv converts were disappointed by the idea of a petrol-powered Fabia vRS then, but when this one arrived in 2010 it reassured everyone that it was still bonkers inside. A hot hatch with a twin-charged 1.4? It's just silly. And we like silly. They've started to dip under £26k, too, which is very good news indeed.

**TOP THREE MODS:** Remap, FMIC, Milltek exhaust



**UNDER £6,000**





### Nissan Note 1.2 DIG-S

Hold up, you're going to have to bear with us for a moment here. We're well aware that the Nissan Note is a horribly dull car and you've got no reason to want one. Seven grand can buy one that's only a couple of years old, but why would you bother? These are tedious econoboxes designed for young families or the elderly, not for people who purchase an automobile as a means of enjoyment.

But wait... it's cars like these, the anonymous crud, that often cause the biggest stir on the showground. Everything has potential. We've seen some truly uninspiring cars – like the Toyota Rav-4, Fiat Multipla and Rover 75 estate – transformed into genuinely cool show cars by the simple addition of extreme lows and well-chosen wheels.

But why are we telling you all this now? Well, as you might have guessed (although might not be able to believe), it's possible to buy a supercharged Note, straight from the Nissan forecourt. The Note DIG-S offers 97bhp from a supercharged 1.2-litre motor, which won't exactly set your hair on fire but it's a good starting point. And how many other mums on the school run have a frickin' supercharger, eh? Eh?

**TOP THREE MODS:** Remap, air-ride, 19-inch WORK Meister S1s



## WILD CARD

### Range Rover 4.2 V8 Supercharged

...and how's this for a Fast Car Wild Card? The Range Rover may be aimed at mud-plugging countryside types (actually, who are we kidding? It's aimed at posers who want to swank about up the Kings Road), but it's slap-bang in the petrolhead's backyard now, for one very important reason: the fast ones have become affordable. Yes, it's possible to buy an early supercharged Rangie for just under £8,000.

Realistically, of course, this could be asking for trouble. If and when it goes wrong it'll be crazy expensive to fix – it's like buying a cheap Porsche; it never actually works out cheap in the end. But just consider the figures for a moment: aside from the eye-popping extravagance of the interior appointments, it's got an absolute monster of an engine – a Jaguar-sourced 4.2-litre V8. It's cut from the same cloth as the XKR we were talking about

earlier, with the magic of forced induction elevating peak power above 400bhp. And even when you're talking about a kerb-weight of over three tons, that's still an absolute crapload of horsepower. Imagine how quick it'd be if you stripped out the interior...

**TOP THREE MODS:** Smaller pulley, bore and stroke to 5.0-litres, straight-through exhausts



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# The Lancer that Evolved





## *Why buy a Lancer and turn it into an imitation Evo X? Because import rules are very different in Thailand, as the inspiring story of Thanakorn Win and his Lancer shows...*

**S**ome say, teamwork makes a dream work (though maybe that was just something a mate back in college use to say?). Regardless, that saying holds true for virtually every aspect of team sports. No matter how many super stars you have on your starting lineup, if the team itself is weak, the end result usually follows suit.

The same could be said about car groups, or teams as they are commonly referred to in Asia. At first, I always wondered why they decided to call their group teams (being an American, anything with the word 'team' in it must refer to some sort of sports by default). However, the more teams I met in Japan, the more I realised their unity and the way they look after each other can greatly resemble teams of the athletic type. And in Thailand, the Liberate team embody this concept greatly.

On the subject of teamwork, it was this unity that drew Thanakorn 'Win' and his 2011 into the Liberate team. While in university, Win decided to buy this Mitsubishi. However this is not an Evo X, but the less powerful and FWD variant of the Evolution – the humble Lancer.

You may be wondering why someone would go through the trouble of making their car look like an Evo in the first place. Why not just buy an Evo and save yourself the time and money? I too had similar questions while pointing my camera at the imposter, but as Win explained his reasoning it began to all make sense.

In Thailand, the government has imposed strict import laws in an attempt to stimulate local economic growth, and persuade companies to open factories inside of Thailand to help create jobs. This method does indeed force companies to build factories in Thailand if they wish to enter the market, because if they don't wish to comply with the







*Everyone had to get out and help lift the Lancer over a pebble*

government's wishes, they face import taxes up to 300 percent on all goods. This includes parts as well, if you're wondering.

Since the Evolution isn't manufactured in Thailand, the price to buy one could reach figures damn-near six figures in USD currency. Since many who wish to enter the tuning and customising scene don't have that kind of disposable income, enthusiasts have to settle for lesser versions of their performance variants – like the Evo.

"Even if I wasn't in college, I don't think I would buy the Evo X. It's just too expensive to buy here in Thailand. It makes more sense buying a Lancer and modifying it to Evo Specs." It makes sense why Win walked the path he did. If I was in his position I would do the same.

Since we are on the subject of Evolutions, it's time to take a look at the aggressive aero kit that ultimately transforms the exterior appearance of the Lancer to an Evolution. If you had a chance to read issue 387 of Fast Car covering 'Momm's' S20 Toyota MR2, you may be familiar with the styling of the kit. The same person responsible for Momm's custom widebody kit is also the mastermind behind this widebody kit which he calls the StreetWarrior.

Up front hosts the largest canards and front splitter I've ever seen on a car that wasn't a purpose-built Time Attack car. The "Please Mind Your Step!!" sign on the sideskirts (see overleaf) is a touch, seeing as it extends far out past the front, to the point I found myself being reminded not to step on it when trying to get up close for detail shots.

The sideskirts continue the trend of needing warning stickers for those who may try to get in and out of Win's Lancer where the rear hosts a radical rear diffuser and massive GT wing, all a part of the StreetWarrior aero kit by Garage Unique.

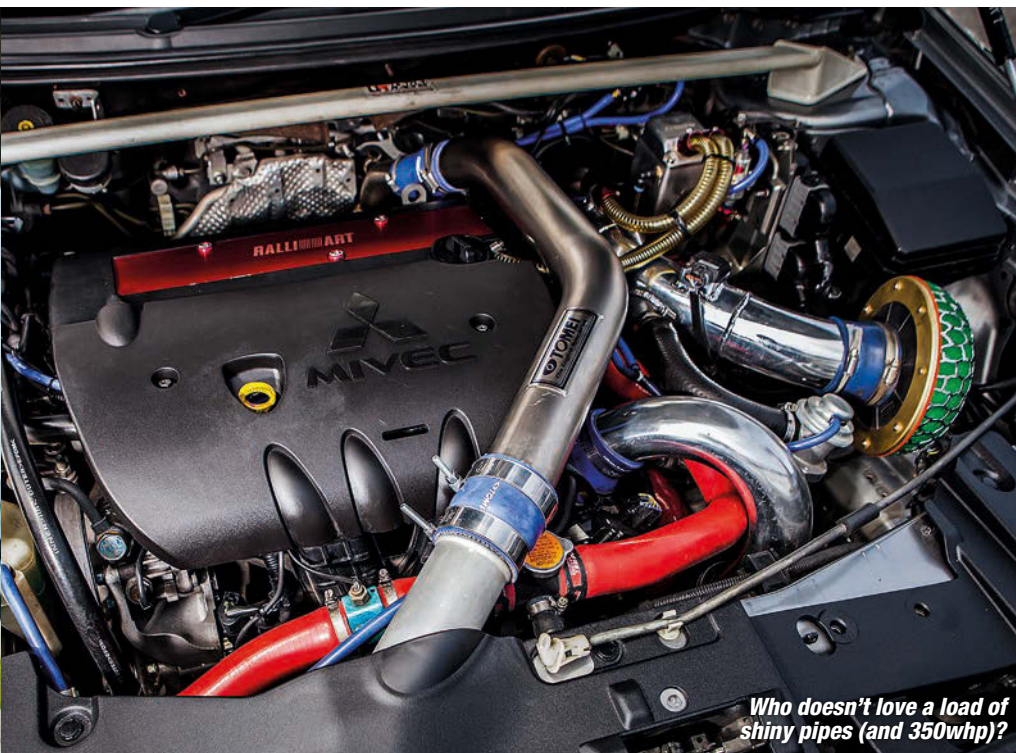
Knowing that most Lancer owners also tune their cars to look like performance variants of themselves, Win wanted to modify his in a way that would stand out differently among the crowd. Going with a complete one-off aero kit by Garage Unique was the first step in achieving this. The second was the actual paint scheme in itself. Many people in Thailand like to have their car a solid colour versus a two-tone paint or wrap. So Win decided to take the path less travelled and had the aero kit painted black to add a bit of contrast to the orange warp.

The custom Street Warrior aero kit not only transforms the Lancer's appearance to an Evolution, but also adds extra girth to tuck in those 18-inch WORK Meister S1R wheels with a -10 offset on all four corners. Custom Neomax suspension (10k in the front and 15k in the rear) provides a solution for having the proper ride height and stiffness to deal with the less than ideal road condition of Bangkok's infrastructure, to make sure he doesn't rub the WORK Meisters against the aero kit. It's a bit harsh, I'd must admit, but you have to do what you have to do.

A look on the interior reveals that all but the driver's Bride Stradia 2 seats have been removed in the quest to save weight. It also reveals this car came with an automatic transmission. Again, I was a bit confused. But the reason behind that makes sense too. With Bangkok having some of the worst traffic in the world, and temperatures that







*Who doesn't love a load of shiny pipes (and 350whp)?*



*We had to climb a lamppost for this shot. True story*





## HOT RIDE: MITSUBISHI LANCER


constantly hover in the mid-to-high 30° C, the combination is a recipe for ruined clutches if you drive often during the day. Since this is Win's only car, which he uses to help run his business, I can understand why he opted with the automatic transmission.

Under the hood is where things start to really get interesting. The 4B11 has undergone a series of changes to extract more performance out of the inline four engine. Almost everything besides the crankshaft (for the time being) has been replaced with better and stronger parts.

The turbocharger has come directly from the Evo X, Arias pistons, Manley connecting rods, and cams similar to the ones found in the Evo X have been swapped in attempts to increase power.

The valve train has also been modified to match the increased duration and performance of the cams and piston. ARP rods and head struts make sure everything stays together and doesn't leak under the added boost. DW-65 fuel pumps and Dynamics ID 110 Injectors insure that the proper fuel mixture is delivered into the combustion chamber. The Lancer is now making close to around 350 horsepower to the tyres. The spent by-product of that new found power dumps out of the custom headers and out the exhaust system.

The build has been going on since college and yet Win still seeks different ways he can tweak it to not only make it a little closer (if not better) than an Evo X, but also stamp his own styling and originality on his beloved car. After spending time with the Win and the Liberate crew, it's very clear they value a mindset that focuses primarily on originality and uniqueness.

They also value teamwork and Win was quick to let me know that if it wasn't for the support of the Liberate team, he doesn't know where he would be with this build. Which ties back to the original thought behind this piece. Teams and clubs are the ideal resource and can act as your second family in the car scene. Win and his Lancer found his family. How about you? 

## TECH SPEC: LANCER

### TUNING

Arias pistons; Manley connecting rods; 4B-11 camshafts; BC vale springs and retainers; ARP head studs; Kometic gasket; DW-65c Evo X fuel pumps; Injector Dynamics ID 1100 injectors; HKS filter; SARD regulator; Evo 10 (TD-05H) turbocharger; custom intake manifold; Blitz intercooler; Tomei Titanium air intake pipe; custom manifold, down-pipe, and exhaust system.

### CHASSIS

Silver Neomax coilovers with Swift F.10K R15K springs; AP Racing big brake kit; 10x18in WORK Meister S1R rims; Bridgestone Potenza RE11A 265/35x18 tyres.

### STYLING

Orange wrap by Take A Wrap; StreetWarrior wide body custom kit by Garage Unique; GT rear wing; tyre paint.

### INTERIOR

Bride Stradia II Low Max seat; Takata harnesses; extended aluminium shifter; stripped out rear.

### THANKS

Garage Unique and team Liberate

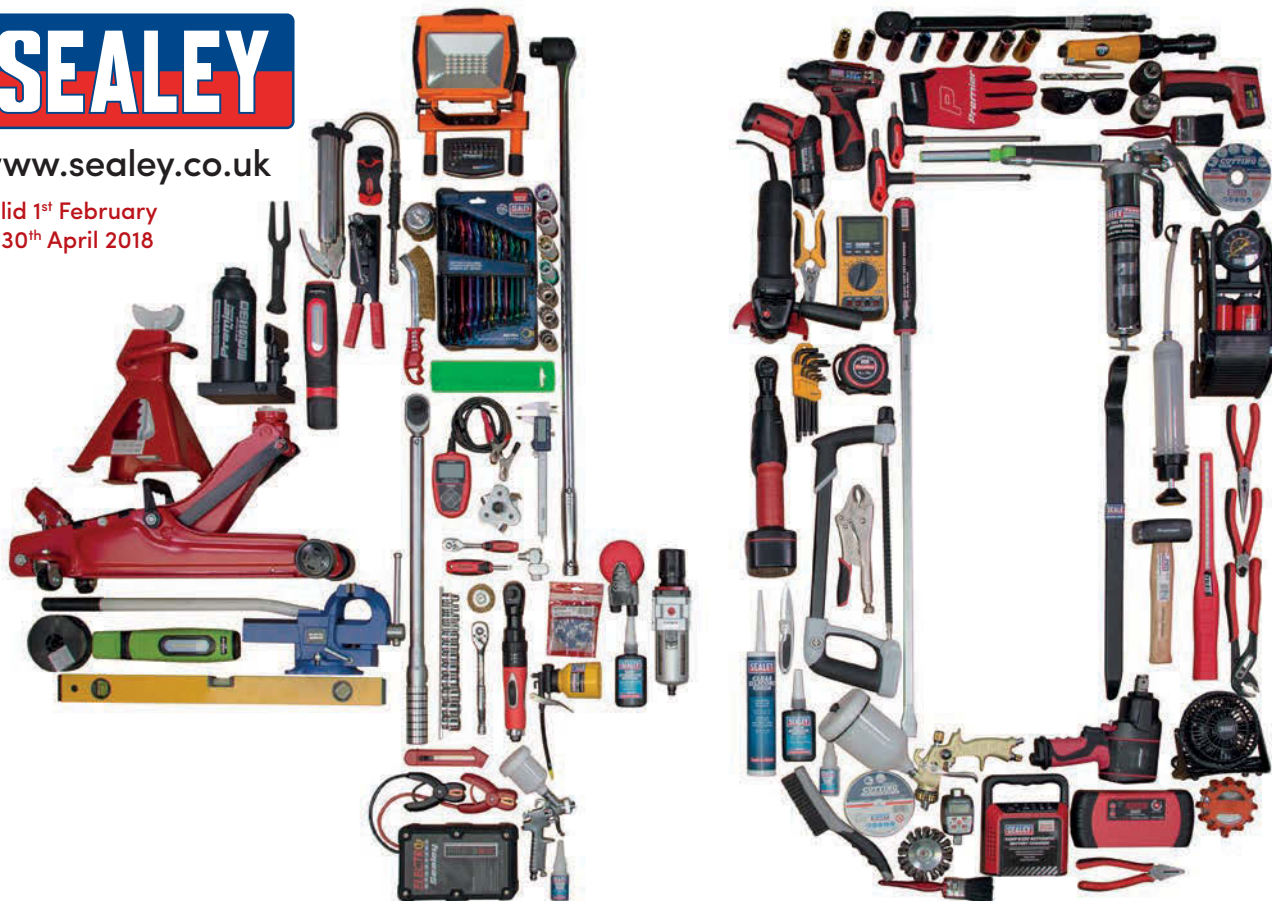






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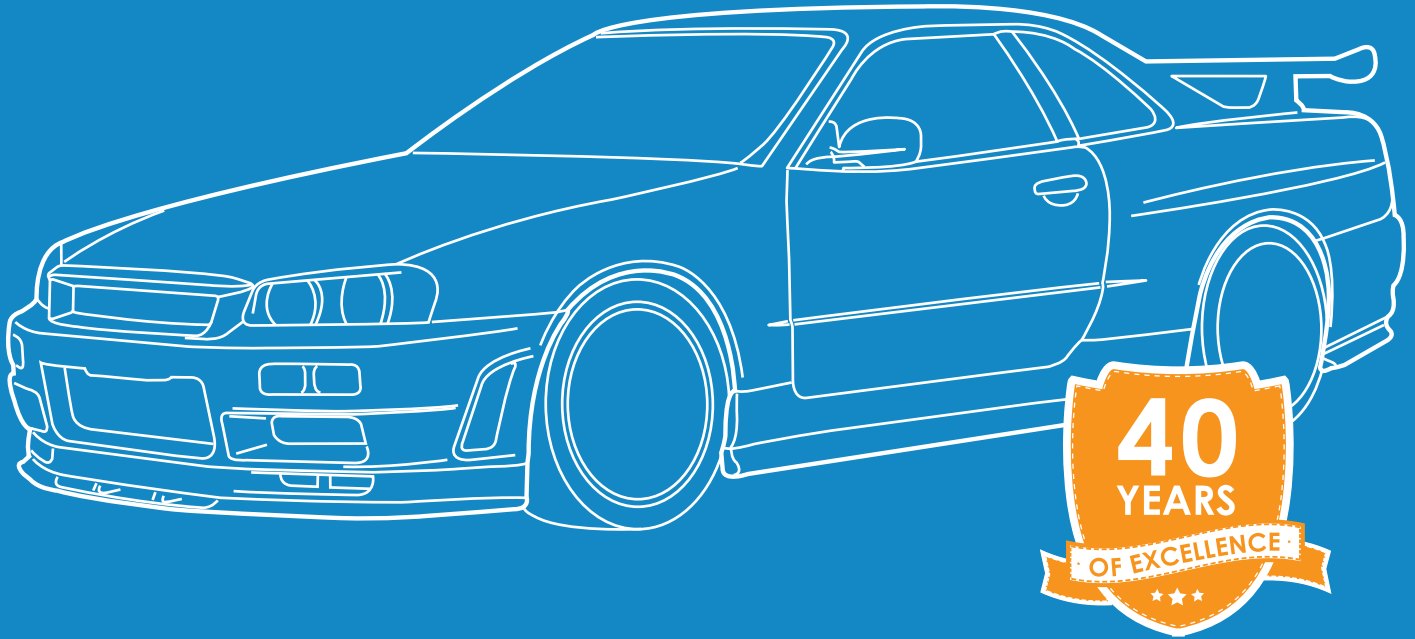
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## FASTPROJECTS



### MIDGE'S BEETLE 1.8T

Midge has been busy painting his interior, and we're not talking giving his living room a lick of magnolia emulsion.

**Start**

**Never Finished**

MAIN MODS: K&N INDUCTION KIT • CORBEAU RECLINERS • SMOOTHED FRONT BUMPER • AIR LIFT SUSPENSION



**P088**



### GLENDAS AUDI RS4

After washing his car last month, has Glenda finally got down to some serious modding...?

**Start**

**Never Finished**

MAIN MODS: NOTHING YET BUT IT'S CLEAN AND INSURED



**P090**



### DAN'S AUDI TT 225

Dan has been having some heating issues with his radiator but this wasn't a job for British Gas.

**Start**

**Never Finished**

MAIN MODS: EBC BRAKES • FAKE SPLITS (TO BE CHANGED) • MILLTEK EXHAUST • LOADS OF PLANS...



**P092**



### MIDGE'S AUDI TT 225

It's been a while but Midge's TT, aka The Beige Bullet, is back!

**Start**

**Never Finished**

MAIN MODS: PORSCHE 987 SEATS • 3M WRAP • SCORPION EXHAUST • FORGED 225 ENGINE • AIR LIFT AIR RIDE



**P094**



### TRICKY'S PUG 309 THUNDERSALOON

Tricky has been busy preparing the Pug in the off season. Not long now until lights out.

**Start**

**Never Finished**

MAIN MODS: COSWORTH YB ENGINE • ELITE SEQUENTIAL BOX • CUSTOM ALL-METAL WIDE-BODY • OMP WHEEL



**P096**





## MIDGE'S BEETLE TURBO

**NOW THE BUG IS ON ITS ARSE - IT'S TIME TO LOOK AT THE INSIDE.**



You may remember that last month I completed fitting my air ride but couldn't do any major testing because of the distinct lack of seats. Well, I lobbed in the driver's perch and clocked up a few hundred miles before Xmas, and I can report that it works rather nicely. Speed bumps are no longer a problem; it rides much better than on the super-stiff (and super-cheapo) coilovers. And there's no scrubbing of my nice new tyres or crashing about over every bump.

Of course, the increased comfort may not be of interest to all you younglings out there, but I very recently realised I'm now what can only be described as 'fucking old'. My back hurts from years of rolling around on the floor under cars, so I'll take all the comfort I can get – especially when it comes with such supreme handling, too. It took a little while to get the settings I wanted, but after messing around with bag pressures and the 32-stage adjustable damping on the shocks, I'm now pretty happy with the result. That is, as they say, job jobbed.

For the next few weeks the Bug sat idle while I ate turkey, drank beer, watched

fireworks and did as little work as humanly possible. In fact, by the time I got off my portly arse to make a start on the interior, I found the battery had less juice in it than a bottle of Safeway Savers orange squash (anyone remember those?). Still, I half expected it: the old one was well on its way out and I'd just fitted enough electrical gear to give a space shuttle a run for its money. Luckily, though, it was a problem that could be quickly remedied by getting on the Battery Megastore website and buying the highest cranking bugger I could find. So, that's what I did, and with next-day delivery, that was that.

Now, about transforming this interior. Well, I have a plan to make the inside nice and plush to set off the soon-to-be painted (yeah, yeah – Jules), rusty bodywork. The first bit to do, though, is sort out all that 'effin ugly trim. You see, as my Beetle isn't a V5, the centre console, doorcards and all manner of other bits come in light grey. Obviously, this means they not only pick up all the grease and dirt I tend to spend my life covered in, but they look properly budget

spec, too. What were they thinking installing this lot into the 1.8T?

The ideal solution would be to find a broken V5, and pay through the nose for all the black trim. Which is exactly what I tried first, until my patience ran out exactly seven seconds later. Then I remembered an old, second-hand dealer trick I thought I'd try out. As the legend goes, you can cover up a multitude of sins quickly and easily with plastic bumper paint. To be fair, I didn't think that anywhere would still sell this stuff – when was the last time you saw a car with old skool black plastic bumpers? Mk3 Fiesta 1.1, anyone? That takes me back!

Anyway, to my surprise, Halfords actually stocked what I needed, so I picked up a few cans, stripped the bits and pieces off any switches and got spraying. As with any plastics, making the paint stick is the key: for that, the whole part needs to be immaculately clean and dust free. Preparation really is everything here. It took a couple of attempts on some parts to stop the paint reacting, but I think they turned out pretty well. Admittedly they scratch far





*Are you sitting comfortably?  
Then I'll begin...*



*...you can cover up a  
multitude of sins with  
plastic bumper paint*



*Fifty Shades of Grey...*



*...Fifty Shades Darker*



*Black trim on the  
cheap, anyone?*



*Never let Midge  
near your car*



easier than I would have liked (and in hindsight I probably should have used a plastic primer), but I reckon after a few weeks of curing they should be reasonably solid. If not, I'll have to do it all over again. Of course, I didn't wait that long to get them all back in, so I'll see how it all stands up and I'll report back.

As you've probably noticed, there are various fabric bits missing, too, but that's

the next part of the plan. The idea for the car was always to have a whole new interior to match the TT, but I haven't picked a final colour for that as yet. Basically, I need one that can be trimmed in hard-wearing vinyl in the Bug, then replicated in leather on the Audi. I'd also like to replace the Beetle's front recliners, so I'm mulling it all over as we speak. At least, I'm not gonna run out of stuff to do any time soon, eh?

## THIS MONTH

### PARTS

Lots and lots of bumper paint (x6)..... £32.45  
Battery..... £61.45

Total..... £93.90

### Contacts

Battery Megastore: [www.batterymegastore.co.uk](http://www.batterymegastore.co.uk)





## GLENDA'S AUDI RS4

### ADRIAN FLUX TO THE RESCUE...



As I write this, it's the first week of 2018 – quite possibly one of the shittiest weeks of the year. Xmas has come and gone, all the mince pies have been eaten (yes, mainly by me) and my social media feed is full of people talking all that 'New Year new me' bullshit that they sprout every January without fail. Bah humbug! Can you say that in January? Well I just did! Also, it's insurance renewal month and it really couldn't come at a worst possible time after the holidays. Meh.

So, like every year, I started the arduous task of calling around the normal well-known insurance companies to see if I could beat the quote of my current insurers Adrian Flux. And do you know what? I kind of wished I hadn't bothered as, after hours of chatting to clueless call centres, it was evident they couldn't even get close to beating my premium unless I put the excess up to a crazy amount. To top it all, as soon as I mentioned my future project plans for

the RS4 the price pretty much doubled. One company even said they wouldn't insure me with mods as they couldn't add it to their system. Unbelievable!

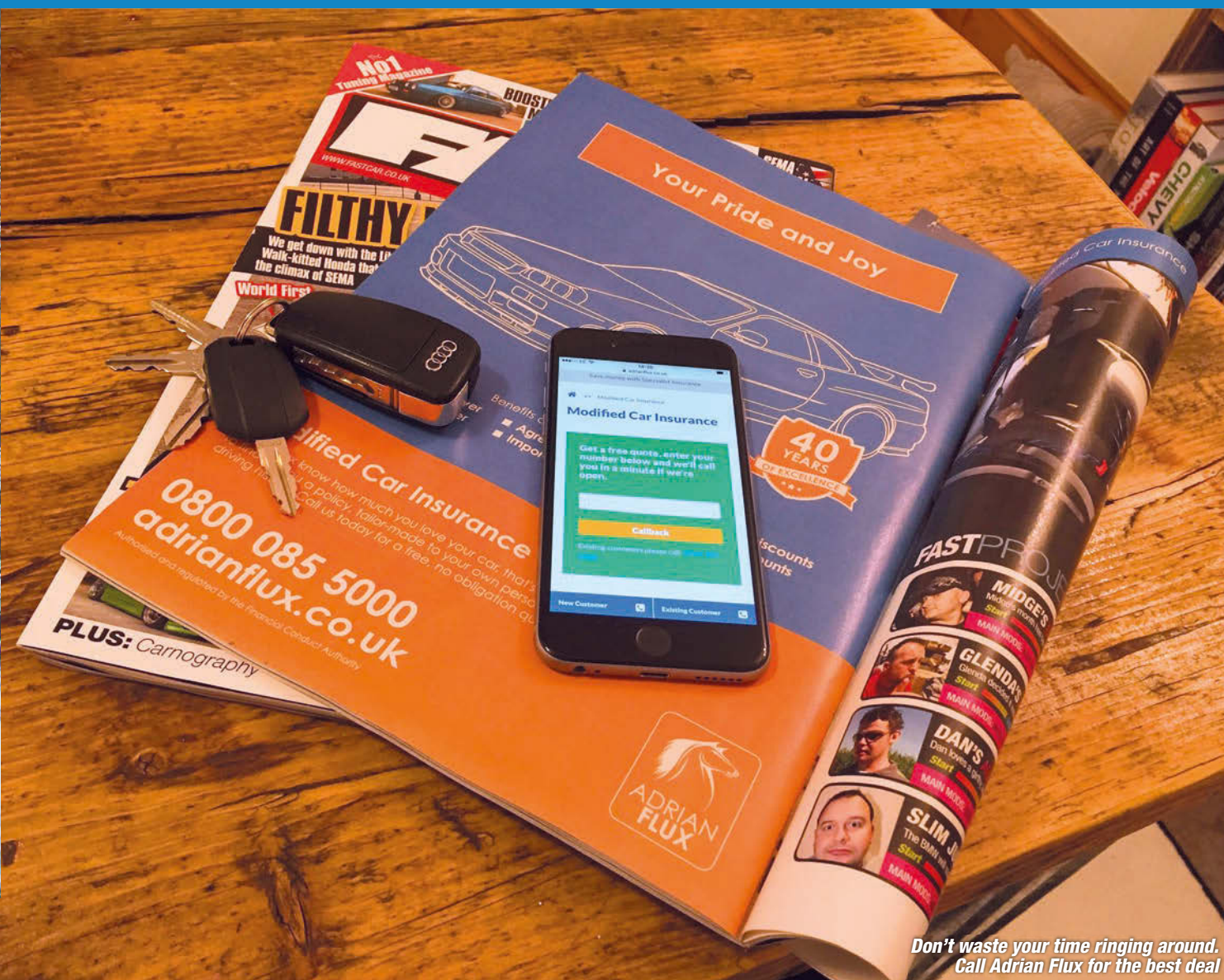
So I did what I should have done in the first place: yep, just spoke to the specialists at Adrian Flux. And, as always, they couldn't have been more helpful. Okay, I didn't get to talk to one of the famous Flux Babes, but I did speak to a very nice man called Christopher Poynter. He assured me that although he doesn't wear Lycra he could still get me a great quote. Not only was he true to his word, I got an agreed value, protected no claims and he also lightened my financial crisis by sorting me out a great deal where I can pay in instalments. Amazingly, within the hour I had an email with my new documents, details of my policy and my payment plan. So, thank you, Chris and thank you, Adrian Flux!

The good news is now that's sorted I can start looking forward to some upgrades for

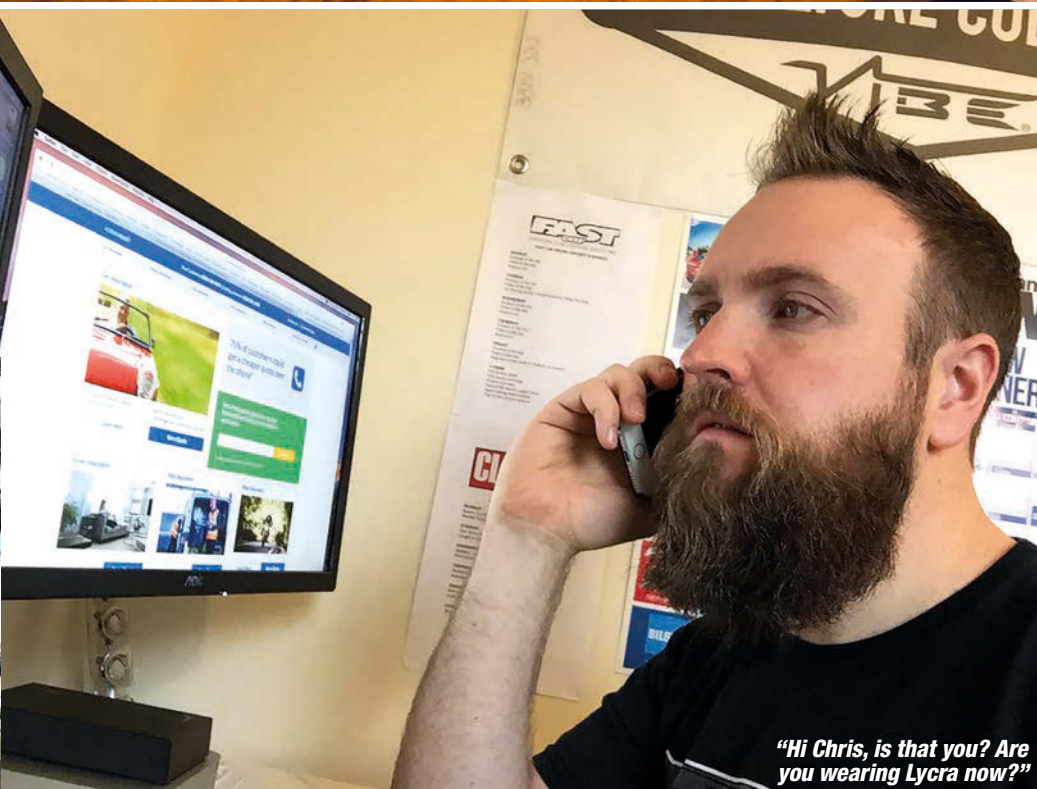
the RS4. First on my list are some super-sticky Toyo Tyres, as the current rubber has seen better days, and then some sexy carbon fibre bits from [www.Driving-Passion.com](http://www.Driving-Passion.com), starting with one of their rear diffusers. Happy days!



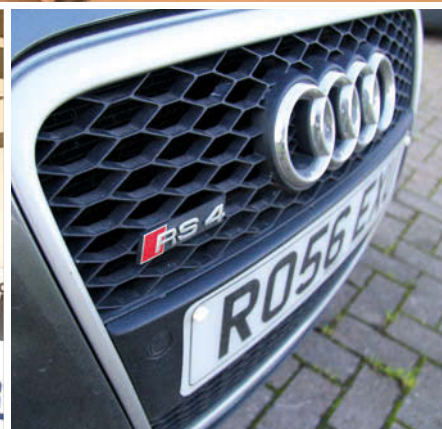




Don't waste your time ringing around.  
Call Adrian Flux for the best deal



"Hi Chris, is that you? Are you wearing Lycra now?"



## THIS MONTH

### PARTS

Adrian Flux Insurance Premium .....£93.70  
(10 monthly payments)

Total .....£937

### CONTACTS

Adrian Flux: 0800 085 5000 / [www.adrianflux.co.uk](http://www.adrianflux.co.uk)





*That's not rain but Dan's tears from the labour bill*



*Erm, I think there's a bit missing...*

## DAN'S TT 225 QUATTRO

**THE 1.8T MAY BE HOT STUFF, BUT IT'S ALWAYS VERY IMPORTANT TO KEEP YOUR COOL...**

I know you've all been waiting on the edges of your seats to find out if I've bothered to replace the TT's dodgy lambda sensor yet, and the answer is... Yes, don't worry, of course I did. It's a really easy job.

You can sit back properly on your chairs now. (Especially if you're reading this on the loo. Seriously, you'll make a mess like that.) So the engine-warning light now remains extinguished and all is right inside the Audi again.

And down at the nose-end, some rather more seismic doings have been transpiring. In fact, I had the guys at my friendly local garage totally remove the car's face and poke about in there with spanners and stuff.

Why? Well, I'd always been a bit concerned about the car's ability to cool itself. On the day I bought it, the temp gauge needle got a little closer to the red paint than I'd ideally like, after a not-too-taxing run. It hasn't done it since, but it was playing on my mind and, coupled with the fact there's a

hell of a lot of hot enginey things crammed into a tiny bay, I wanted to make sure it was all operating as it should.

Sure enough, when they got it apart, they discovered the radiator was a bit knackered and things in general had seen better days. So now the TT has a shiny new radiator, along with thermostat, temp sender and all of that business.

And while the thing was in pieces anyway, I got them to fit a new air-con condenser, as the air-con was broken when I bought the car and it made sense to me to rectify that now, rather than taking it all apart again in the spring when the weather warms up a bit.

All of these things are good, as it means I can now happily give the Audi a bit of stick without keeping one eye on the temperature gauge the whole time. The downside of all this is that there was a hell of a lot of labour involved (which is expensive, and I'm too crap with techy stuff to do this kind of thing

myself). So I'll be eating Tesco Value beans for the foreseeable future until the credit card recovers, while sitting in a dark room with the heating off.

Cars, eh? We're slaves to 'em. But it's all part of the fun, isn't it?



### THIS MONTH

#### PARTS

Cooling system, air-con fix, O2 sensor, etc etc ..... £1,419.92

Total ..... £1,419.92

#### Contacts

Autotest: [www.autotest.co.uk](http://www.autotest.co.uk) / 0208 974 1246

### NEXT MONTH

Possibly some turbo-related stuff involving valves, pipes, catch cans and so on.



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Now all I need to do is get these lovely sticky Avon ZZ5s squeezed on the Vossens...



Zzzzzzz, I'm feeling tired (See what we did there?)



## MIDGE'S AUDI TT 225

**AH, THE BEIGE BULLET... IT'S BEEN A WHILE!**



I will admit that I've been a little preoccupied working on the Beetle for the last few months. What with the fact that it's winter, the workshop is rammed, and getting my forged Vossen rims (so the shitty weather can immediately mess them up) isn't a top priority. As such, the Audi has been a tad neglected of late.

The truth is I asked my long-suffering mother if I could leave the TT on her drive for 'a week or two' and that was way back in October. I couldn't put it at my place because I've been using my pickup over winter and that takes up all the parking (in the whole street! – Initial G). I couldn't hide it away in Mum's garage, either, chiefly because that's full of my Fiesta (Jesus Midge! – Jules). Still, remarkably, she's not pissed or anything. She didn't reach for the rolling pin even when I buggered off to SEMA and said, "I'll sort it out after Christmas". But, even though she's obviously used to a fair amount of automotive grief from me and my two brothers, I thought I'd better make an effort and get it out of there... for the day.

Obviously, it didn't just fire up first time. I don't even know why I bothered to try. But,

luckily, I've been testing a Silverline jump starter/charger this month (see page 47) and that had it juiced up in no time at all. Whether the battery in there (which I should have replaced years ago) actually holds a charge overnight remains to be seen, though. Something tells me that I'll be back on to the guys at the Battery Megastore pretty bloody soon.

Anyway, I thought I'd run the car around for a bit, moan about the price of super unleaded, give it a good clean, and that would be enough for a riveting addition to the FC Staff Rides section (oooo, you dick! – Glenda). But then I remembered that I needed to order some rubber for my new Vossen wheels.

So, what black circles have I chosen for the new hoops? Lovely sticky Avon ZZ5s, that's what. And why? Well, I've run these on my Scooby along with plenty of other reasonably fast projects over the years, and I've always found them to be pretty damn amazing for the money, especially in the wet. Handy in the UK!

Now, I could bang on about all the high-performance credentials, and the fact they're also renowned for straight line

stability, but tyres are such a personal choice that I'll simply say that I've always been a fan of these home-grown British heroes, right down to how the tread pattern looks (check out those funky little Zs on the shoulders for starters). If you do want a proper journalistic recommendation, though, I'd always urge you to give these a good thrashing, most of us will run out of talent way before they do.

Anyway, now all I need to do is get them squeezed on the Vossens and I can start planning the makeover that the little Audi desperately needs for the summer. In the meantime, though, I'd better find somewhere to keep it for a week or two... I'm off to visit my mum.

### THIS MONTH

#### PARTS

Avon ZZ5 235/35x19 tyres (x4) ..... £438

Total ..... £438

#### Contacts

Avon Tyres: [www.avon-tyres.co.uk](http://www.avon-tyres.co.uk)





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*The new fandango material – weaved from Tricky's pubic hair (probably)*



*Tricky desperately needs a new pair of socks*



*The Pug leading the way for once*

## TRICKY'S PUG 309

**JUST A LITTLE TRIP UP NORTH AND SOME TINKERING IN THE SHED THIS MONTH...**



The awesome power delivery of the EFR turbo doesn't come without side effects, so we've bitten the bullet and Nortech Performance have kindly squeezed us in for a new and more robust bespoke manifold, but more about that next month.

The ultra hot spent gases have also taken their toll on the silencer packing, but one of our good old racing contacts carries a new fandango material that looks like it can handle it, so here we are packing the box as we speak...

As usual, the Pug has been performing perfectly in the brakes department, so a new set of BTCC DS-UNO pads all round will ensure things stay that way. After all, if we can out brake cars half our weight, then what more can I say, other than big thanks to Circuit Supplies once again for all their input.

Oh and you may notice some growth up front next month. Watch this space...



### THIS MONTH

#### PARTS

Exhaust packing .....£45.00  
Brake pads .....£340.00

Total .....£385.00

#### Contacts

##### Exhaust manifold

01226 805 640

[www.nortechperformance.co.uk](http://www.nortechperformance.co.uk)

##### Circuit Supplies

01525 385 888

[www.circuitsupplies.com](http://www.circuitsupplies.com)

##### FC Team 309

[www.309thundersaloon.com](http://www.309thundersaloon.com)

##### CSCC

[www.classicssportscarclub.co.uk](http://www.classicssportscarclub.co.uk)

##### Photos

[www.davidstallardphotography.com](http://www.davidstallardphotography.com)



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# PCD Fitment Guide

We couldn't list every single car in the history of the universe (we just don't have the pages), but here's the majority of the scene's core motors – and a few wacky OEM+ options

Make	Model	PCD	Centre bore
Alfa Romeo	159 (2005 - )	5x110	65.1
	166 (1998 - 2007)	5x108	58.1
Aston Martin	Vantage	5x114.3	68.1
Audi	A1 (2010 - )	5x100	57.1
	A3 (8L 1996 - 2003)	5x100	57.1
	A3 (8P 2003 - )	5x112	57.1
	A4 (8E 2000 - 2004)	5x112	57.1
	A4 (B8 2007 - )	5x112	66.6
	A6 (1999 - 2011)	5x112	57.1
	A6 (2011 - )	5x112	66.6
	A8 (4E 2002 - 2010)	5x112	57.1
	A8 (4H 2010 - )	5x112	66.6
	RS6 (4B 2002 - 2004)	5x112	57.1
	S3 (1999 - 2003)	5x100	57.1
	S3 (2006 - )	5x112	57.1
Bentley	S4 (1994 - 2001)	5x112	57.1
	TT 8J (2007 - )	5x112	57.1
	TT 8N (2003 - 2007)	5x100	57.1
Bentley	Continental GT	5x112	57.1
BMW	1 Series (2004 - )	5x120	72.6
	3 Series E30 (1982 - 1990)	4x100	57.1
	3 Series E36 – F30 (1990 - )	5x120	72.6
	5 Series E28, E34 (1985 - 1995)	5x120	72.6
	5 Series E39 (1995 - 2003)	5x120	74.1
	5 Series E60 – F11 (2003 - )	5x120	72.6
	6 Series (1976 - )	5x120	72.6
	7 Series (1977 - )	5x120	72.6
	Z3 (1996 - 2003)	5x120	72.6
	Z4 (2002 - )	5x120	72.6
Citroën	AX (4 stud)	4x108	65.1
	C1	4x100	54.1
	C2	4x108	65.1
	C3	4x108	65.1
	C4	4x108	65.1
	DS3	4x108	65.1
	Saxo	4x108	65.1
Chevrolet	Corvette C4	5x120.5	70.5
Ford	Escort RS Cosworth	4x108	63.3
	Fiesta (all)	4x108	63.3
	Focus (1998 - 2004)	4x108	63.3
	Focus (2004 - )	5x108	63.3
	Focus RS (2009 - )	5x108	63.3
	Ka (1996 – 2008)	4x108	63.3
	Mondeo (1993 - 2000)	4x108	63.3
	Mondeo (2000 - )	5x108	63.3
	Puma (1997 - 2001)	4x108	63.3
	Sierra Cosworth (1990 -1992)	4x108	63.4
Ferrari	StreetKa (2003 - 2006)	4x108	63.3
	355	5x108	67

Fiat	Punto (1993 - )	4x98	58.1
	Coupe (1993 - 2000)	4x98	58.1
	Bravo (1995 - )	4x98	58.1
Honda	Accord (2003 - )	5x114.3	64.1
	CRX (1984 - 2000)	4x100	56.1
	Civic (1983 to 2006)	4x100	56.1
	Civic (from 2006)	5x114.3	64.1
	Civic Type R (All)	5x114.3	64.1
	Integra Type R	5x114.3	64.1
	Jazz	4x100	56.1
Infiniti	S2000	5x114.3	64.1
	G35 (2003 - 2007)	5x114.3	66.1
Land Rover	Freelander (1998 - 2006)	5x114.3	64.1
	Freelander II (2006 - )	5x108	63.4
	Range Rover II P38 (1995 - 2002)	5x120	70.1
	Range Rover Sport (2005 - )	5x120	72.6
	Range Rover Evoque	5x108	63.4
Lexus	GS 300/430	5x114.3	60.1
	IS 200	5x114.3	60.1
	LS 400/430	5x114.3	60.1
	LS460/600	5x120	60.1
Lotus	Elise S2 (Front 2002 - )	4x100	56.6
Maserati	Grand Sport	5x108	67.1
Mazda	RX-7	5x114.3	59.6
	RX-8	5x114.3	67.1
	MX-5 (1990 - 2005)	4x100	54.1
	MX-5 (2005- )	5x114.3	67.1
Maybach	62S	5x112	66.6
Mercedes	190	5x112	66.6
	A-Class (all)	5x112	66.6
	C63 AMG	5x112	66.6
	C-Class (all)	5x112	66.6
	CL	5x112	66.6
	CLC	5x112	66.6
	CLK	5x112	66.6
	CLS	5x112	66.6
	E63 AMG	5x112	66.6
	E-Class (all)	5x112	66.6
MG	ZR	4x100	56.1
	ZS	4x100	56.1
	ZT	5x100	56.1
Mini (New)	Cooper (all)	4x100	56.1
	One (all)	4x100	56.1
Mitsubishi	Lancer Evo I, 2, 3	4x114.3	67.1
	Lancer Evo, 4, 5, 6, 7, 8, 9, 10	5x114.3	67.1
	Colt (1992 - 2004)	4x100	56.1
	FTO	5x114	67.1
Nissan	200SX S12, S13	4x114.3	66.1
	200SX S14, S15	5x114.3	66.1
	300ZX Z31/Z32 (1989 - 1992)	5x114.3	66.1



	350Z (2002 - 2009)	5x114.3	66.1
	370Z (2009 - )	5x114.3	66.1
	GT-R (2008 - )	5x114.3	66.1
	Juke (2010 - )	5x114.3	66.1
	Micra (1993 - 2003)	4x100	59.1
	Micra (2010 - )	4x100	60.1
	Skyline R32 (GTS only)	4x114.3	66.1
	Skyline R32, R33, R34 (1989 - 2002)	5x114.3	66.1
	Sunny (1991 - 1995)	4x100	59.1
<b>Peugeot</b>	106 (4 stud 1992 - 2005)	4x108	65.1
	107 (2005 - )	4x100	54.1
	205 (1986 - 1996)	4x108	65.1
	206 (1998 - 2009)	4x108	65.1
	207 (2006 - )	4x108	65.1
	207CC (2007 - )	4x108	65.1
	306 (1993 - 2001)	4x108	65.1
	307 (2001 - 2009)	4x108	65.1
	406 (1995 - 2004)	4x108	65.1
	406 Coupe (1996 - 2005)	4x108	65.1
<b>Porsche</b>	911 (993, 996, 997 all GT)	5x130	71.6
	924 (1976 - 1987)	4x108	57.1
	928 (1978 - 1995)	5x130	71.6
	944 (1987 - 1991)	5x130	71.6
	Boxster (1996 - )	5x130	71.6
	Cayenne (2002 - )	5x130	71.6
	Cayman (2004 - )	5x130	71.6
	Panamera (2009 - )	5x130	71.6
<b>Renault</b>	Clio (1990 - )	4x100	60.1
	Clio V6	5x108	60.1
	Megane (1996 - 2008 )	4x100	60.1
	Megane 3 (2008 - )	5x114.3	66.1
	Megane 225 Sport	5x108	60.1
	Twingo	4x100	60.1
<b>SEAT</b>	Arosa	4x100	57.1
	Ibiza (2002 to 2008)	5x100	57.1
	Ibiza (2008 - )	5x100	57.1
	Ibiza (4 stud)	4x100	57.1
	Leon (2005 - )	5x112	57.1
	Leon ( - 2005)	5x100	57.1
<b>Skoda</b>	Fabia	5x100	57.1
	Octavia (2005 - )	5x112	57.1
	Octavia ( - 2005)	5x100	57.1
	Superb	5x112	57.1
<b>Subaru</b>	Impreza	5x100	56.1
	Impreza STi, WRX (1993 - 04)	5x100	56.1
	Impreza STi (2005 - )	5x114.3	56.1
<b>Suzuki</b>	Swift (2005 - )	4x100	54.1
	Swift Sport 2006	5x114.3	60.1
	Wagon R	4x100	54.1
<b>Toyota</b>	Celica (to 1999)	5x100	54.1
	Corolla (1987 - 2007)	4x100	54.1
	Corolla (2007 - )	5x114.3	60.1
	MR2 (2001 - )	4x100	54.1
	MR2 ( - 2001)	5x114.3	60.1
	Yaris (all)	4x100	54.1
	GT86	5x100	56.1
	Supra 1, 2	5x114.3	60.1

<b>Vauxhall</b>	Astra F, G (1991 - 2004) 4 stud	4x100	56.5
	Astra G, 5 stud (1998 - 2004)	5x110	65.1
	Astra H (2004 - 2009)	4x100	56.6
	Astra H 5 stud (2004 - 2009)	5x110	65.1
	Calibra	4x100	56.5
	Calibra (V6 Turbo)	5x110	65.1
	Corsa B, C, D (1993 - ) 4 stud	4x100	56.6
	Corsa C, D (2000 - ) 5 stud	5x110	65.1
	Insignia (2008 - )	5x120	67.1
	Nova A (1982 - 1993)	4x100	56.6
	Vectra A, B, C (5 stud)	5x110	65.1
	Vectra A, B (4 stud)	4x100	56.6
<b>Volkswagen</b>	Amarok (2010 - )	5x120	65.1
	Bora (1998 -2005)	5x100	57.1
	Caddy (1996 - 2003)	4x100	57.1
	Corrado (1988 - 1996)	4x100	57.1
	Corrado VR6 (1991 - 1996)	5x100	57.1
	EOS (2006 - )	5x112	57.1
	Fox (2005 - )	5x100	57.1
	Golf 1, 2, 3 (1979 - 1997)	4x100	57.1
	Golf 3 GTI/VR6 (1991 - 1997)	5x100	57.1
	Golf 4 (1997 - 2004)	5x100	57.1
	Golf 5, 6 (2003 - )	5x112	57.1
	Jetta (1985 - 1991)	4x100	57.1
	Jetta (2005 - )	5x112	57.1
	Lupo (1998 - 2005)	4x100	57.1
	New Beetle (1998 - )	5x100	57.1
	Passat (1983 - 1996)	4x100	57.1
	Passat B5, B6, B7, CC (1996 - )	5x112	57.1
	Phaeton (2002 - )	5x112	57.1
	Polo (1994 - 2001)	4x100	57.1
	Polo (2001 - )	5x100	57.1
	Scirocco II (1981 - 1992)	4x100	57.1
	Scirocco III (2008 - )	5x112	57.1
	Touareg (2002 - ) diesel	5x130	57.1
	Touareg VR5 TDI (2002 - 2010)	5x120	65.1
	Transporter T4	5x112	57.1
	Transporter T5 (2003 - )	5x120	65.1
	Vento (1992 - 1998)	4x100	57.1
	Vento VR6 (1995 - 1998)	5x100	57.1
<b>Volvo</b>	340	4x100	52.1
	C30 (2006 - )	5x108	63.4
	C70 (1998 - 2006)	5x108	65.1
	S60R (2003 - 2010)	5x108	65.1
	S70 (1997 - 2000)	5x108	65.1
	S80 (1998 - 2006)	5x108	65.1
	V70 (2007 - )	5x108	63.4





# MERC-ING ABOUT

*James Brown is just one of those guys with a natural eye for style - as his Mercedes 190e proves*









## WILD CARD: MERC 190E



*The wheel arches have been pulled 10mm up front and 15mm at the rear*

Some people are lucky enough to have a natural, keen eye for design. It's that simple. It doesn't always take qualifications, the attendance of university or even after school clubs. Some people are just born with it. Not to go all Maybelline on you, but James Brown is one of these people.

If I sound jealous, I suppose I am a teeny bit. I mean, have you seen the car that's spread lovingly across these pages for your eyes to feast on? It's just beautiful. But, James has always had a keen eye for what he likes and what works, and his latest 190e shows that more than ever.

The Essex-based sales manager is no stranger to the car scene. In fact, he's somewhat of a mogul on Instagram. His previous project cars have included four separate versions of the Mercedes 190, as well as a few Essex-boy Fords (such as an XR2i and a Fiesta Turbo), a pink 106 GTi (he said, "Don't ask", so we won't), as well as loads of other random cars. We can forgive the pink 106 GTi (for now, at least). We're all allowed a lapse in judgement. Plus, I seem to recall hangovers lasting days when I was younger – we'll just put it down to some alcohol-influenced decision making. The fact of the matter is, James has always been into cars.

"I've had a love and passion for cars for as long as I can remember. My oldest friends and I grew up loving cars. It's really never been any different. Nor do I ever see that changing," James told Fast Car.

Sales man by day, owner of The Play Bay by night. That's right, our James Brown is Essex's answer to Hugh Hefner. Well, maybe in the detailing sense. The Play Bay is James's side piece. He details cars there. Anything from, er, hand jobs, to full-on machine polishing action. Anyway, before we get too hot under the collar, moving on...



He first purchased this particular Mercedes around three years ago – completely standard might we add. She's a 190e model, complete with 2.6-litre petrol unit producing 166bhp – standard engine output, but sick all the same.

The 190e is a car that any '80s baby grew up loving. Released in 1982, the Evo I or II (or both) were on every little petrol head's car bucket list. I'll bet you didn't grow up thinking it'd look anything like this, though. As you know, James has owned his fair share of Mercs, so why this one? "I've always loved this shape – I've already owned four – but never had the 2.6-litre. It was just time to scratch the itch, I guess," says James.

As the car was completely standard when he bought it, modifications were very much needed. First up, he decided to get all the gaskets, engine and gearbox serviced. Very sensible, James. Jokes aside. Doing a service like this can prevent loads of shit going wrong. Basically, it's well worth it on these older cars. Prevention is better than cure and all that jazz.

So, following a full service, it was onto the good stuff. He contacted Brian at Rotiform and put his order in, for the MBZs you can see in the pictures. The size being 17 inches at all four corners, with 8j up front and 9.5j out back and ET18 – meaning, no spacers! Yes, Jay, we do love a staggered set-up.

Having ordered the wheels, James took the car to Plush Automotive in Leicester for a completely custom air ride set-up. Plush head honcho Luke Massy then set about re-working parts to make a kit fit properly; the result being some BMW E36 Air Lift struts to the front, together with a fully-custom rear set-up, all managed by an Air Lift V2 system.

Once the air ride was sorted and the car was sitting nicely, paint was on the agenda. Not a change of colour, mind. James decided not to upset the purists too much and went for a fresh new hue of the original



*Plenty of room for the weekly Waitrose shop*





**BMW E36 Air Lift struts and a fully-custom rear set-up – all managed by an Air Lift V2 system**



## JAMES BROWN, 34

**So, James, the car looks sick!**

Thanks. A lot of hard work has gone into it and it's finally where I want it.

**We can see that! That interior brings back late '80s early '90s feels in the form of the Teenage Mutant Ninja Turtles. It's certainly different, so where'd you get the idea?!**

I just thought something different but classy would be perfect. The colour complements the car perfectly.

**What's next for the 190e?**

Power. Power. Power.

**Perfect MBZ fitment = no spacers**





## WILD CARD: MERC 190E

Mercedes 199 colour. A full respray was required as opposed to a good quality machine polish. The car went over to Jags Bodyshop in Stapleford Abbots for a much needed respray. It wasn't just a standard re-spray, though. James decided he needed more girth. Which resulted in all four wheel arches being pulled.

This width, together with the air ride, gives the whole car a seriously strong stance. This was enough for James. For a year and half anyway. Then the modifying itch was back, so James decided to get a full interior re-trim. Earlier this year, James took the Merc to SFP Design. "I've known Junior at SFP for years, ever since he worked for Carisma Automotive back in the day and I just knew it was him that had to do the interior. I'm glad I did, the guys did an incredible job! I couldn't be happier," James said.

The work included new grey carpets throughout, Recaro classic seats trimmed in green leather, Cosworth rear seats re-trimmed in green leather, a custom centre console (again, trimmed in green leather), the doorcards have had a custom speaker set-up fitted to the front and the rear and have also been trimmed to match, along with the dashboard. The Alcantara roof lining was also trimmed and fitted by SFP.

In terms of engine modifications, there are none. At the moment, at least. We can't fault this car at all, though. James, however, has a power itch and he's just got to scratch it. He's hoping to perform some engine modifications in the near future, or maybe just swapping the engine out completely for something larger. The engine swap will upset the purists among you, however, we don't care. In fact, we say go for it. A bigger, more powerful lump to the front of this beaut can be no bad thing. Manufacturers are sharing everyone's kit these days anyway, what's the problem with making it better than the original? Not every manufacturer can get everything spot on, after all. Not only that, technology has moved a long way since 1982, let's take advantage of it!

## TECH SPEC: MERC 190E

### STYLING

Full respray in original Mercedes 199 by Jags Bodyshop; all four arches pulled (10mm front, 15mm rear).

### TUNING

Standard petrol 166bhp 2.6-litre.

### CHASSIS

BMW E36 Air Lift front struts with custom rear set up running Air Lift V2 management by Plush Automotive; 17-inch Rotiform MBZ alloy wheels, 8j front and 9.5j out back; 195/40x17 front and 215/40x17 rear Nankang tyres.

### INTERIOR

New carpets throughout; SFP Design retrimmed dash, Recaro Classic front seats, Cosworth rear bench, and doorcards in green leather; MOMO Prototipo wheel retrimmed in green leather; roof lining, custom centre console and details retrimmed in green Alcantara.

### AUDIO

Custom doorcard speaker builds front and rear; Kenwood DMX-7017DABS headunit; Rockford Fosgate components in all doors; two VIBE Black Air 12-inch subs, with two amps.

### THANKS

Jags Bodyshop; SFP Design; Plush Automotive; Rotiform; Air Lift; Kenwood; Meguiar's.





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## SPEC: MINI COOPER

### MAIN MODS

Full Orciari Generazione wide-body kit; Borbet A alloy wheels; custom airbrush art on bonnet and dashboard; D2 air suspension setup; custom roof rack; quilted gold and black interior; straight-through centre-exit exhaust.

## CAMERON BLOCK'S MINI COOPER

**FC says.** Young Cameron has always dreamt of seeing pictures of his pride and joy in FC, and now it's happened.

Snapped up standard as his first car just three years ago, this Cooper has received the mother of all transformations to ensure it stands out from the crowd compared to all the other examples of this hatchback out there – and for all the right reasons.

Let's start with that badass wide-body kit imported over from Italy – how epic does it look while helping to bolster out this car's dainty

dimensions? With some dished Borbet A alloys poking out from each corner and finished up in contrasting gold, this Cooper is really looking the business now.

But, undoubtedly, the most unique part of Cameron's ride is the custom airbrushing that has been performed on both the bonnet and the dashboard. With themes of voodoo, skulls and fire all making an appearance, you won't forget this fantastic artwork in a hurry.

A seriously impressive and unique first car; hats off to you Cameron!







## LUKE JAMES' ACCORD TYPE R

**FC says:** Luke has clearly caught wind that his tasty Accord Type R is often voted one of the best FWD cars ever made, by magazine and blog readers alike, and has gone to town to make that driving experience even more amazing.

With a spec list longer than Midge's arm, and packed full of performance upgrades, we'd give our last Mars bar to hoon this understated Milano Red saloon around our local circuit.

Making a monstrous 253bhp to the front wheels when mapped up on BLiNK Motorsport rollers, the 2.2-litre VTEC lump is, unsurprisingly, far from stock now. The extra power comes mainly from a 3in straight-through exhaust system and Skunk2 throttle body, which when tweaked with the car's new computer gives us those impressive numbers.

There's also a baffled sump, plus some sticky rubber on those JDM WEDS alloys, and a little aero to ensure this more-door maniac is planted during any driving situation. Hot stuff!

### SPEC: ACCORD R

#### MAIN MODS

MeisterR coilovers; WEDS forged alloys; uprated brakes; lightened flywheel; Prelude intake pipe; VTEC direct manifold; 3in exhaust system; ported inlet manifold; Skunk2 throttle body; Hondata ECU with launch control; FiberWorx gurney lip, front wings and bootlid; OMP steering wheel; HID lights; AVC baffled sump.



## GREG WEBB'S VAUXHALL VECTRA

**FC says:** The humble Vectra is a rare sight on British roads in modified trim these days. Once a staple at shows across the country, it's fair to say this mighty saloon has been overlooked by more modern metal in recent years. Greg's on a mission to prove this shouldn't be the case, however, with his unforgettable Midnight Purple pre-facelift Vectra C.

Details such as those devil-eye headlights and skull hydro-dipped interior panels show that Greg means business when it comes to the styling, backed up with some period-perfect 20in Irmscher wheels which really take us back.

By pinching styling ideas from the car's VXR-adorned siblings, as well as adding a quad-exit exhaust system, there's no mistaking this menacing machine for your next-door neighbour's commuter car...

### SPEC: VECTRA

#### MAIN MODS

Midnight Purple and Morpheus Black wrap; devil-eye headlights; various VXR exterior styling parts; custom quad-exit exhaust system; hydro-dipped interior panels; flat-bottom steering wheel; custom engine covers; 20in Irmscher Star alloys.





## ZOE LANGLEY'S MAZDA MX-5

**FC says:** "2017 was bit overwhelming for me... I never expected a car built within a year from a tiny garage by my boyfriend and me to be accepted into the big shows. Especially when I got put into the VIP hall at FittedUK... I was so shocked; it was the best year!" Zoe explains. Well, let's try and top it by getting your epic ride featured in FC right now, shall we, Zoe?

It only takes one look at this stunning MX-5 to understand why all the shows simply loved it last year. Keeping things super-clean with that spotless, tucked engine bay and the tasty green bodywork, this little roadster looks nothing short of a million dollars when slammed on its

air suspension system over those dinky, dished WORK rims, don't you agree?

Subtle touches such as the rolled and flared arches to offer extra stance points, as well as the smoothed-in ducktail spoiler out back, really make all the difference without shouting too loudly about things.

Take a look inside – you won't be disappointed. The cabin is just as special, with two supportive buckets and harnesses, as well as a refreshed dashboard, ensuring the whole package looks funky-fresh even in this day and age.

This year, we will be keeping an even closer eye on your MX-5, Zoe...

### SPEC: MAZDA MX-5

#### MAIN MODS

Re-spray in glitter green; smoothed and tucked engine bay; air suspension; WORK alloys; bucket seats and harnesses; boot build; full stainless steel exhaust system; rolled and flared arches; smoothed-in rear ducktail spoiler.







## LUKE EVERETT'S EK9 TYPE R

**FC says:** Getting immersed in the rather exciting UK Honda scene and at the ripe age of just 16, Luke bought a non-Type R version of this generation of Civic. He spent the next three years modding his car which looked epic in its own right.

With plenty of savings under his belt, though, he's now snapped up the real deal: his very own fabled EK9 Type R! Like the Civic before it, this one didn't stay standard for long either, receiving a host of premium upgrades to complement its legendary, flyweight capabilities.

Biting the bullet and heading straight to the top, he first ordered practically the entire contents of Spoon Sports' catalogue - with parts like a carbon/Kevlar air intake and baffled sump from the legendary tuning company - which worked wonders in improving the performance.

He's then sharpened the aesthetics up with some bronze Rota alloys, 6two1 coilovers and a carbon/Kevlar front lip to set off that spanking Championship White body.

"I go to as many shows as I can, especially Mimms, Japshow, and Players," Luke admits. We'll catch you at some of those this year, then!

### SPEC: EK9 TYPE R

#### MAIN MODS

6two1 coilovers; Spoon Sports N1 exhaust; yellow rocker cover, HT leads; carbon/kevlar intake elbow, carbon/kevlar plug cover, oil cap, radiator cap, magnetic drain bolt set, baffled sump and strut bars; baffled de-cat; 7x16in Rota Fighter alloys; Yokohama AD08R tyres; Nsidius Industries shift knob and extender; Broadway rear-view mirror; stripped rear; Takata harnesses; carbon/Kevlar front lip.



## JOHN SHINGLER'S ROVER MINI

**FC says:** We've all owned a classic Mini at some point here at FC towers, but none of them were quite as special as John's. And it only takes one peek under the dainty bonnet to work out why...

"I ended up performing a 1.3-litre engine swap from a Nissan Micra with my dad," he says, beginning to reveal this car's epic little secret. "And then we added a turbocharger to the engine from a Saab!" Now pushing out a hefty 130bhp to the tiny 13in wheels, thanks to the large TD04 'charger, we reckon John's car probably has about 20 times as much grunt as most of our old bangers could've managed back in the day.

Built from the ground-up at home with the duo creating custom parts such as the engine's subframe to help along the way, this is one hell of a success story which we bet John's reaping the rewards of every single day.

### SPEC: ROVER MINI

#### MAIN MODS

1.3-litre Nissan Micra engine conversion; Saab 9-5 TD04 turbo installation; custom home-made subframe; custom driveshafts; adjustable suspension; custom intercooler and piping; leather interior; dished Minilite-style alloys.





## TOM OLDAKER'S PORSCHE CAYMAN

**FC says:** It's rare to see a Porker grace the pages of Readers' Rides, but, then again, not all of them look as downright naughty as Tom's here. "It was bought as a base-model Cayman a few years back and I've been gradually building it into my vision of what they should have looked like from the factory," explains our lucky owner.

This transformation has utilised bits from many of the car's bigger siblings along the way, such as those sexy 19in Fuchs rims and those race car-inspired door pull toggles from a GT3 RS. He's then wound the notch up to 11 with custom bits you'll rarely see on a car with a Porsche badge, such as the Joe Toth bodywork enhancements, GT-spec rear wing out back and

carbon fibre wing mirrors.

But we can't avoid it any longer: the thing which makes this beast stand out the most is undoubtedly that Oracle Violet Metallic Pearl wrap. Performed to perfection by Wrapping Masters, this refreshingly savage hue is sure to get the Porsche purists' knickers in a twist, and that's why we love it.

"I've seen a massive shift in recent years with these Caymans becoming really good value for money. You just have to look at recent shows like Ultimate Dubs and Ultimate Stance to see that there are now a fair few of us modifying these into interesting cars," Tom states. Keep 'em coming, we say!

### SPEC: CAYMAN

#### MAIN MODS

Oracle Violet Metallic Pearl wrap; Joe Toth racing front splitter, dive planes and rear diffuser; carbon fibre mirrors; custom modified headlights; Xclusive Customz rear GT wing and side skirts; Magnitude Automotive wing risers; Royal Steering Wheels re-trimmed interior; RS-spec door pull straps and carbon fibre trim; Infinity Exhausts custom system; 19in Fuchs alloys; Bilstein shocks with H&R springs; ITG Performance air intake and de-snorkel kit; Stage 1 remap.



### SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of FC. To enter your car just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (**larger than 1MB with no ghosting or logos, and you must have the photographer's permission**) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Pop the whole lot over to [jules.truss@kelseymedia.co.uk](mailto:jules.truss@kelseymedia.co.uk) and we'll do the rest.





# ARSE END

## Quotes of the Month:



Jules: "Did you puke on my bath mat last night?"

Midge: "I was aiming for the toilet. Why did you move the bloody toilet?"



Midge: "OK, I'm here to learn, mate. So, how do you calculate readership versus budget percentage with regards to circulation and efficiency. And then tie that all in with flat-planning and hotspot design for covers?"

Jules: "Fucked if I know, mate, I thought you'd come here to tell me!"



Initial G: "I'm working on a hypothesis about gravity being emergent from the quantum field theory. Which will be one step closer to a unified argument."

Jules: "Nice. I've just had a massive poo. Do you want to see a picture?"

Initial G: "Give me strength."

Text of the Month:  
He's finding it hard, but not that hard, Jules!



### Argg ug ug ug

"I'm gonna do it this year: I'm gonna give up. I've bought a new vape pipe thingy and everything," he said.

So, there you go, presumably Midge's New Year's resolution is something to do with giving up, NOT looking like Popeye. We're not completely sure.



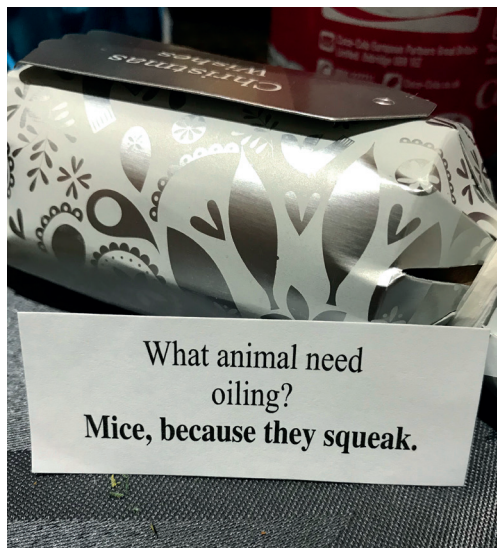
### Over Compensating?

One thing we've noticed is there seems to be a lot of pink going on in, ahem, Jules' closet of late. Shit, he even insists on his wine being of the 'blush' variety nowadays, so he's obviously trying really hard with his subliminal messages! It's OK, Jules, we get it - you're a fan of pink and not the brown... although, you'd have a job finding a more camp way of saying it.



### Bargain Bird

When Jules came in with a huge smile and said he'd just managed to get 100-quid's worth of leg and breast action for under a score, we thought they must be having a January sale at the local strip club. We should have known it was about his love of food really... Although, the hard-on was taking it a bit far.



### Grammar Police

Think we're bad for letting the odd typo get into the thirty thousand-odd words we write for every issue of FC? Well, check out what we found in one of our super-posh Xmas crackers this year (what? I don't get it - Jules). They weren't exactly cheap either, but we'd better not say where we got them. Let's just say these aren't just ANY crackers...



## TOP 5 VIDEOS

CHECK OUT MORE @ [WWW.FASTCAR.CO.UK](http://WWW.FASTCAR.CO.UK)



#### RWB NEW YEAR MEET

Well, we certainly can't think of a better way to see in the New Year than this. This is how RWB do it at the Hard Rock in Tokyo. Awesome!

[www.fastcar.co.uk/fast-car-news/rwb-new-year-party-meet/](http://www.fastcar.co.uk/fast-car-news/rwb-new-year-party-meet/)



#### ONE NIGHT IN VEGAS

We never need much of an excuse to check out what's going on in Sin City. Here's an awesome short film by Halcyon about a rather epic S13.

[www.fastcar.co.uk/videos/modified-nissan-s13-vegas-style/](http://www.fastcar.co.uk/videos/modified-nissan-s13-vegas-style/)

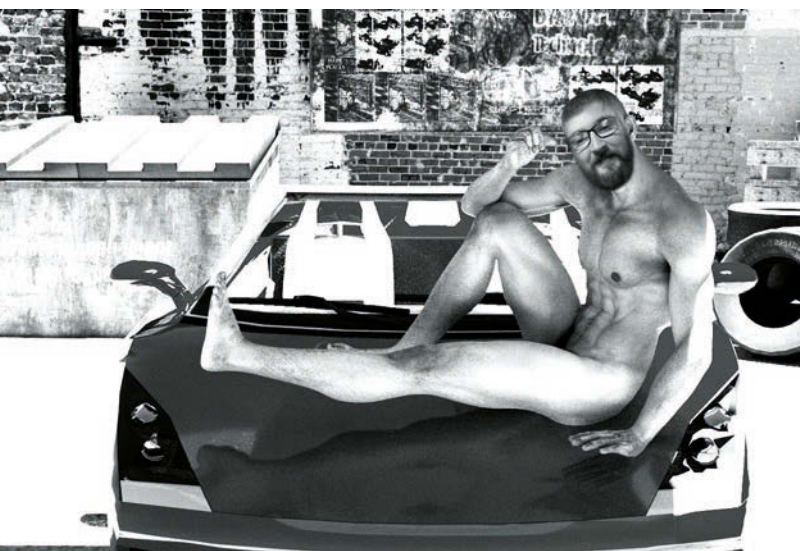


#### ROTIFORM PORSCHE

When was the last time you saw a modified Porsche 356, eh? (This one, the other month at SEMA, as it goes - Jules). Retro cool defined by Rotiform wheels!

[www.fastcar.co.uk/videos/porsche-356-modified/](http://www.fastcar.co.uk/videos/porsche-356-modified/)





### More Skiving Off

It's good to see that our ad-sales maestro, Martin, has been busy "paying our wages" (or so he always reckons), and not messing about on Photoshop making a 'secret' naughty birthday card for his missus. Unlucky mate, if you label a picture 'do-not-open.jpg' we're bound to see it, and now so has everyone else. Now go and do some bloody work!



### Piss-taker!

When the small one asked if he could have a day off to go and see Jack Dee this month, we thought a spot of stand-up comedy would do the miserable little bugger some good. Something tells us we've just been duped by a master skiver!



### ROAD TO MEIHAN

We're pretty sure this video should have been called the Road To Mayhem! Check out this Zestino TV vid following three drivers fulfilling a life-long ambition.

[www.fastcar.co.uk/videos/road-to-meiham/](http://www.fastcar.co.uk/videos/road-to-meiham/)



### EPIC DUALY BURNOUT

We may be all about the cars here at FC but we're quite partial to the odd pickup, too. Here's one that makes our Midge's Navara look like a bloody toy!

[www.fastcar.co.uk/videos/bagged-dually-does-a-burnout/](http://www.fastcar.co.uk/videos/bagged-dually-does-a-burnout/)

## Quiz results from page 8:

### WORD SEARCH:

Loeb, Solberg, Burns, McRae, Sainz, Makinen, Ogler, and Blomqvist (bonus point for that one)

Q1) Ronal Racing Split Rim

Q2) Datsun 240Z

Q3) Mk5 Polo



C	R	I	S	O	L	B	E	R	G
V	M	X	E	E	L	C	B	W	Y
L	A	U	J	L	R	M	U	G	O
O	K	C	U	M	L	T	R	E	G
E	I	L	W	C	C	N	B	I	
B	N	E	Q	Z	Z	R	S	S	E
W	E	P	T	J	R	Y	A	P	R
S	N	Q	U	X	G	A	E	E	G
P	B	L	O	M	Q	V	I	S	T
X	S	A	I	N	Z	J	Q	I	N

## BLAST FROM THE PAST - APRIL 1995

In this very issue, 23 years ago...

- Jules and Midge were only about 14 when this one came out... Initial G was only 62.
- Cossie power in a Mk1 Golf Cab? Now, that's what we call awesome... we'd feature this one now.
- Pug 405 Mi16 powered 205 was built to eat Porks... and it certainly did.
- We go along to the International Performance Motor Show. We kind of miss this event; there's not enough of them nowadays.
- A wide-arch Vauxhall Manta? We bet there's plenty of our younger readers who've never seen a Manta, let alone one with an arse quite so portly!
- Apparently, you were allowed to say Black Betty back then! (It's a song, you tit - Midge).
- It seems almost inconceivable ripping out an original R5GTT engine nowadays. But, in the '90s, replacing it with a 1.7 out of a Renault 21 was the thing to do. Mental!





NEXT MONTH IN FAST CAR\*...

# ...A Modified Miura (or is it?)

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#393 On Sale Friday 2nd March



A dark grey BMW 4 Series Coupe is shown from a front-three-quarter view. The car has a sleek, aerodynamic design with a prominent kidney grille and multi-spoke alloy wheels. The license plate reads 'FI JBL'. The car is parked on a paved surface with green foliage in the background.

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